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The Hongkong Telegraph

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LONDON REPARATIONS CONFERENCE.

Will France Follow Britain's Lead?

(Reuter's Service)

London, August 6. The opening of the Allied Reparations Conference in London tomorrow is awaited with keen interest, as it is now generally recognised that the trade revival largely depends on the solution of the problems of reparations and international indebtedness.

Interest centres in the attitude of France. M. Poincaré has been credited with a plan of settlement by which France will agree to a reduction in Germany's obligations to £2,500,000,000 in return for the cancellation of France's debt to Britain and Britain's renouncing of any share of the indemnity.

It is now reported, however, that as a result of the Balfour Note the plan in regard to inter-Allied debts has been eliminated from M. Poincaré's programme, and it is anticipated that M. Poincaré will submit a more moderate proposal to the Conference.

It is suggested that France might follow the bold and generous lead of Britain, by offering to accept £850,000,000 in settlement of its totalling £3,400,000,000.

Austria's Anxiety.

London, August 6. The result of the London Reparations Conference is anxiously awaited by Austria. Reuter's Vienna correspondent says the Conference appears to be Austria's last hope and it is feared that any further delay in granting the promised assistance to Austria is likely to be most disastrous, owing to the increase of the bank note circulation to 768 milliards of crowns. The cost of living in Vienna has nearly doubled during the last month and many necessities are out of reach of the bulk of the people.

Meanwhile Reuter's Sofia correspondent reports that Bulgaria is following Germany's example by demanding a three years' moratorium and a reduction of Bulgaria's debt. The inter-Allied Commission has referred the matter to the Entente.

Italy's attitude towards the Conference is likely to be influenced by her own internal situation, concerning which Reuter's Rome correspondent reports that the Premier (Signor Facta) has stated that the Government has decided to take very vigorous measures to reform order, because the troubles are paralysing the life of the State and creating an impossible situation.

Delegates Arrive.

London, August 6. The French, Italian and Belgian delegations, headed by M. Poincaré, Signor Schanzer and M. Theunis respectively, and numbering forty persons, arrived this evening. All preferred to await the Conference before making statement.

DISASTROUS TRAIN COLLISION IN U.S.

Rails Twisted into "Bundles of Knots."

St. Louis, August 6. Sixty were killed and a hundred injured through an all-star express crashing into a local train at Sulphur Springs. The engine of the express literally ploughed through the wooden carriages. Many victims were scalded to death by the escaping steam from the engine; others were drowned in the cars as they rolled over into the water alongside the track. The wreckage was strewn over a quarter of a mile, and the rails were twisted into huge bundles of knots.

Revised Casualty List.

Later. It is now stated that thirty-five to forty were killed and sixty injured at Sulphur Springs. Relief trains have been rushed to the scene. The cause of the disaster has not yet been determined.

DISTURBANCES IN ITALY.

Fascisti Raid Socialist Quarters.

Rome, August 6. The country now appears to be calming down, but it is confirmed that during the excitement Fascisti sacked the headquarters of the Labour Union at Parma, wrecked the offices of the Socialist newspaper *Avanti!* at Milan, and occupied the Palace of San Giorgio, Genoa, where the plenary sessions of the Genoa Conference were held, and which is the headquarters of the harbour authorities, after a conflict with the police, in which two Fascisti were killed and some injured. The Government has empowered the military authorities at Genoa and Milan to maintain order and control the police.

JAPAN AND THE SOVIET.

No Question of Recognition.

Paris, August 6. The Japanese Embassy has categorically denied the report that Japan intends to negotiate with the Moscow Soviet Government. It says Japan has never contemplated the possibility of recognising the Moscow Government; she had merely consented to negotiate with the Chita Government with regard to the security of the life and property of Japanese nationals in the districts in East Siberia evacuated by the Japanese.

THE PARAGUAY UNREST.

Rebels on the Run.

Buenos Aires, August 6. A message from Paraguay says the Government troops have now got the rebels on the run. It is reported that the rebels include a German airman, formerly a Captain in the German Air Force, who flew over the Government steamer *Requinta* dropping bombs, but was driven off by fire from the vessel.

START OF THE GORDON-BENNETT BALLOON RACE.

Nineteen Competitors.

Geneva, August 6. Over fifty thousand spectators this afternoon watched the start of the Gordon-Bennett balloon race. Nineteen competitors started, three each from Belgium, the United States, Switzerland, Italy, and France and two each from Britain and Spain. A wind was blowing in the direction of Austria and Bulg. 1a.

MAJOR BLAKE'S FLIGHT.

Engine Troubles Causing Delay.

Agra, August 6. The airman, Major Blake, flying to Allahabad from Delhi, was forced to land owing to rain and also renewed engine trouble, which repeatedly delayed him. Major Blake is endeavouring to obtain a new machine for the flight to Calcutta.

THE SWATOW DISASTER.

PORT REDUCED TO A SHAMBLES.

Thousands Dead: Damage Everywhere.

SURVIVORS IN SORRY PLIGHT.

A calamity which almost beggars description and realisation has overtaken the neighbouring port of Swatow. As we indicated in earlier reports on Friday and Saturday, Swatow was visited on Wednesday night by a typhoon of unprecedented violence, which left the town a mere mass of wreckage, caused the deaths of thousands of Chinese and inflicted untold damage on land and water. Never before in the known history of the China Coast has a typhoon wrought such appalling havoc. Hongkong has its experience of 1906 to serve as some slight guide to the realisation of what has happened in Swatow, but the loss of life on Wednesday night has, according to those who have reached Hongkong from the scene of desolation, exceeded anything that has been known before.

Whilst the town of Swatow itself has been converted into a shambles and a charnel-house. In attempting to tell the story of Wednesday's awful experience one is confronted with the difficulty that all is not yet known, and it will take days, even for those who are at work among the wreckage, to gain anything like an accurate estimate of the loss of human life. Piecing together the stories told by those who have already come back to Hongkong, the following will but serve as an introduction of the fuller accounts which time will bring to hand.

The First Warnings.

On Wednesday the life of the port was in full swing as usual. Ships were in harbour unloading, and all that Swatow could have known of its impending fate was the fact that a typhoon was known to be about 150 miles away, said to be heading northwards. The weather was rough and the barometer was gradually falling. At about four o'clock in the afternoon a warning was received which stated that the typhoon was in the position 22 North and 117 East, the direction given being north-west, which indicated that Swatow was right in the track of the storm. The big boats in port put out into the fairway and prepared to ride out whatever might be coming along, whilst small native craft crammed into the typhoon shelter and people ashore made snug their houses by typhoon bars, etc. The weather gradually worsened until by eight o'clock a strong wind was blowing, the sky being overcast and threatening. The velocity of the wind gradually increased until by ten o'clock it was blowing at typhoon force. Squalls of terrific violence struck the town from time to time, the tremendous rain and the noise of the wind making a terrifying scene. But up till midnight there had not been a very great deal of damage, although the force of the storm was extremely severe.

The barometer continued to fall, until it went so low that it fell below the usual 28 mark of aneroid instruments and became unrecordable.

Wind Over 100 Miles an Hour.

Almost without warning, at 12.30 a.m. the wind suddenly dropped to something approaching a dead calm, and those with experiences of typhoons knew that the centre of the depression was then passing over the town. It was an eerie sensation to realise that here was a small port right in the centre of a huge whirlwind, with the second side of that dread circle of force yet to be experienced. For just over an hour the calm reigned, to freshen from the opposite direction to that previously experienced. When the wind had previously come from the north-east, the native side of the town had been somewhat protected, but now that the gale came from the south-west, the native town was exposed to the full force of the gale and stood but little chance of standing up against the hurricane which soon began to blow. By 2.30 a.m. the tempest had reached its highest velocity. Its violence being much greater than that experienced earlier in the night. It is estimated that the wind reached a velocity of over 100 miles an hour, and to make matters worse it was accompanied by a veritable deluge of rain, which swamped everything.

A Tidal Wave.

The water along the Bund suddenly began to rise during the very height of the storm, and within the space of a few minutes Swatow was practically inundated by a high tidal wave which had been swept in from the ocean by the typhoon. The flood was flooded for a depth of over six feet in places and enormous damage was caused everywhere. The entire town—which is practically flat—was also flooded, small boats and sampans being washed or blown for upwards of a mile on shore. The storm continued with unabated violence until nearly 3.30, when the squalls gradually became fewer and of less intensity. The glass began to rise and the weather moderated until by dawn the worst was all over and the sun came up to show a ruin-torn and the piteous plight of its inhabitants. Ships had been blown ashore, godowns, offices and houses had been wrecked, lighters and port-towns were either sunk or rendered a mere mass of wreckage, the town's public services, such as water and light, were out of working order, thousands of dead bodies were lying around—Swatow had passed through a nightmare of intense reality with dreadful result.

How Shipping Fared.

Among the boats in port at the time was the s.s. *Kweichow* and it is from the accounts given by her Captain, officers and passengers when they landed here on Saturday morning that Hongkong learned of the tragic havoc of the storm. The *Kweichow* safely rode out the storm, both anchors down and steam up, but other vessels were less fortunate. The s.s. *Shantung* of the China Navigation Company, together with the s.s. *Tungshing* of the Indo-China fleet, were blown right across the harbour and are now lying high and dry on the side of the hill. It is considered almost impossible to refloat them. The s.s. *Choyang*, another Indo-China boat, sought shelter at the back of Port Island, nine miles north of Swatow, but when the wind veered she was blown on to the island and now lies an almost total wreck. The s.s. *Ma Wing*, owned by a Chinese Company, is lying on the mud flats right inside the river, whilst the *Prometheus*, a Norwegian-owned vessel, was also grounded but later refloated. The s.s. *Yingchow*, of the China Navigation fleet, suffered a badly damaged bridge and her steam steering gear and rudder quadrant were smashed and so she lies helpless until repairs have been effected. The s.s. *Kweichow* seems to have been the only big vessel which escaped lightly, although she came in for a terrible buffeting and suffered minor damage. So much for the big boats.

Havoc Amongst Native Craft.

Native craft, such as junks and sampans, have been wrecked in many cases, are to be numbered among those who have perished. It is impossible, say those who have returned here, to compute at present the loss of life among the native floating population, but it is sufficient to remark that by the tidal wave and wind many of the smaller boats were carried away from the town, whilst big junks were battered into splinterwood and sunk at almost every spot. The typhoon shelter usually sought by boat people came in for the full force of the second blow and nothing could withstand the force of it.

On Shore.

On shore a terrible sight awaited those who had safely passed through the terrors of the night. Scarcely a building stands intact on the Bund. Godowns were demolished, trees and poles either uprooted or snapped off, water mains and telegraph wires were rendered useless and the whole town was a scene of death, desolation and suffering. There are piles of debris everywhere. Grim-looking stark walls mark the spots, where formerly stood offices and houses. Whole districts in the town have been rendered almost impassable, heaps of rubbish being where streets were before. The poorly-built native houses have suffered most, whole districts having been razed to the ground. Everywhere are to be seen dead bodies, not only of human beings but of cattle, too, and it is reported by those who have brought the news to Hongkong that the plight of the neighbouring port, especially from the health point of view is dire in the extreme. The work of the disposal of the dead cannot proceed fast enough—over 1,000 bodies were collected on the first day after the visitation. Food stocks have been so completely destroyed that survivors are threatened with hunger; there is little or no water available fit for drinking, whilst at night the town is an unlighted scene of dreadful character. The Chinese authorities have acted with commendable promptitude and are not only organising search parties, but have secured the perambulation of the streets by armed soldiers in an attempt to prevent looting.

Relief from Hongkong.

The authorities here at Hongkong, as soon as they were aware of the extent of the calamity, decided to send relief, and the Legislative Council has already voted a sum of money for that object. H.M.S. *Magnolia* left yesterday, whilst previous to that the Indo-China Company had sent one of its own boats to the scene. The s.s. *Hydrangea*, which left here as usual on Friday evening, reached Swatow only to find that it was impossible to think of landing cargo. She discharged her mails and passengers and straightaway returned here with more passengers to report the sorry plight of the wrecked port. With the assistance already sent and with what will follow it is safe to assume that the inhabitants of Swatow will have all the succour that human aid can provide, but it will be weeks before the life of the port will make an appreciable return to normality.

The Casualties.

As stated above it has been impossible to make anything like an accurate estimate of the casualties. From what was seen by returned passengers the death toll in Swatow itself was thought to run into several thousands, whilst it is safe to assume that in the track of the storm as it went inland the loss of life was greatly added to. Some estimates place the death toll at about 20,000, others are more conservative but must be but a hazard. Enough, however, is known to establish the fact that the death toll is exceptionally heavy and that Swatow and the district has been visited by the most calamitous typhoon ever known in the modern history of the China Coast.

1906 Typhoon Child's Play.

The Chief Officer of the *Hydrangea* gives a graphic description of Swatow at the present time. "The storm disaster of 1906," he says, "was a child's play compared to this."

ANOTHER PIRACY.

Outrage on Chinese Vessel.

The *Sui Yick*, a Chinese-owned vessel, was pirated on the afternoon of July 31st, whilst on her way from Hongkong to Shanghai. The vessel carried 180 passengers, all of whom were searched for arms by the police before leaving. No arms were discovered.

At Tanx Pui, which is between San Mun and Shanmei, at about three o'clock, firing broke out aboard the ship and a few moments later an armed man appeared on the bridge and ordered the captain to surrender. The pirates ordered the skipper to steer a course for Sam Kok. They then proceeded to loot the ship.

Valuable to the extent of \$3,500 were taken from the commander's cabin and all the passengers' luggage was collected and put in a heap. The cargo of rice, salt fish and machinery was not touched. Two unfortunate who were unwise enough to protest, a watchman and one of the passengers, were shot, but not with fatal results.

Arriving at Sam Kok, three junks came alongside. The loot was transferred and the pirates, numbering about a score, also left the *Sui Yick* here.

The matter was reported to the authorities at Shanmei.

Our informant has been in the East nearly forty years and he says this was by far the worst typhoon he has ever experienced. The Hongkong typhoon in 1916 was mere child's play compared to it, he said.

"Dead bodies are floating about everywhere and an estimate of ten thousand dead must be regarded as conservative. If something is not done soon to get rid of the dead, our informant is of the opinion that Swatow's troubles are only just beginning. Cholera and plague may break out and complete the disaster."

"All the cattle, sheep, pigs and poultry were drowned," he told our representative, "and other merchandise is strewn all over the place and rotting away. If the inhabitants don't get relief of some description, there will be a famine to add to their trouble."

"With the godowns blown down and all the lighters and cargo-boats sunk, it is impossible to discharge any cargo, and the *Hydrangea*, which arrived in Swatow after the blow was over, was compelled to return Hongkong with her cargo still aboard."

The tidal waves swept over some forty miles of country and everything in its way must have been demolished. The villages struck must have had a terrible time. Although he gives the dead of Swatow at only ten thousand our informant says the dead altogether must number far more than that figure. Some of the little villages inland struck by the storm were probably wiped right out, and it will be some time before the extent of the damage and the casualty list is known.

Our informant fears for Hongkong if a similar calamity should befall it, and, as our typhoon refugees are concerned, he is of the opinion that the authorities should take precautions.

"What it wants," he said, "is the typhoon shelters at Causeway Bay and Yanmat dredged out. If a typhoon struck Hongkong at low water, there would not be sufficient room for all the junks, sampans and other small native craft to get in. When the tide is out a large portion of the shelters is dry. The refugees should be dredged out until there is at least three feet of water at low tide, so as to give more room for the harbour."

SHANGHAI SHIPPING STRIKE.

China Merchants Co. Affected.

Coming from the China Merchants Steam Navigation Company to a third letter from the Shanghai branch of the Chinese Seamen's Union, demanding an increase in the scale of wages to seamen similar to the agreement reached between the seamen and shipowners at Hongkong, a strike on several of the China Merchants steamers is reported. It is understood that an agreement was some time ago reached between the other shipping companies and their employees. The China Merchants Company was not a party thereto but adopted a very strong attitude against increasing the wages, having granted an increase of \$5 last year.—Reuter.

CHINA'S NEW CABINET.

Post for Dr. Wellington Koo.

Shanghai, August 6.—A Peking Mandate issued early this morning promulgates the following Cabinet:—
Premier.—Tang shao-yi.
Minister for Foreign Affairs.—Dr. Wellington Koo.
Minister of Interior.—Tien Wen-shih.
Minister of Finance.—Kao Liang-shan.
Minister of War.—Chang Shun-tseung.
Minister of Navy.—Li Ting-shan.
Minister of Justice.—Chang Yao-cheng.
Minister of Education.—Wang Chung-hui.
Minister of Agriculture and Commerce.—Lu Hsin.
Minister of Communications.—Kao Eng-hung.
Pending Tang Shao-yi's assumption, Wang Chung-hui will act as Premier.—Reuter.

JAPAN AND WASHINGTON TREATIES.

Tokyo, August 6.—The Regent has sanctioned the Washington Treaties.—Reuter.

News in To-day's New Advertisements.

Lammert Bros. are auctioning wines and spirits on Thursday.—Page 4.
Major J. W. Clark, Hongkong Hotel, will gladly furnish information to anyone interested in British Columbia.—Page 4.
Messrs. Deacon, Looker, Deacon and Harston have \$200,000 for advancement on first class mortgages of house property.—Page 4.

LISTEN!

Your ad. hits the bull's eye when it makes people swap their money for your goods.

"Every woman" is being screened at the Kowloon Theatre to night.—Page 12.
"Puck's Bad Boy" is being shown again at the Coronet to night.—Page 12.
Lane Crawford, Ltd., advertise English silver ware.—Page 6.
Today's dance arrangements at the Repulse Bay Hotel are advertised on page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 7 1/4d.

Lighting Up Time.

Lighting up time to-day 7.40

NOTICE



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A Graduate of the Tokyo Massage School, has opened a massage room on the First Floor of 2 Queen's Road, Central. Office hours from 10.30 a.m. to 5 p.m.

Mr. Akaji gives massage on scientific lines, based on instruction in anatomical physiology.
Fee for treatment—\$2.00 per visit.

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During the typhoon season, we offer fresh stocks of oiled Shanghai Silk Rain Coats, Hats, Goggles, etc. to our Customers.
Prices Moderate.

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NEW STEAMSHIP FOR PACIFIC SERVICES.

C.P.S. Empress of Australia.

The "Empress of Australia" left the Clyde on June 1st for Vancouver, via the Panama Canal, and arrived at that port on the 19th July. She sailed from Vancouver on her maiden trip across the Pacific on the 28th July, and is due to arrive in Yokohama on the 9th August, Shanghai on the 13th, Manila on the 17th and Hongkong on the 19th August. This vessel has a tonnage of about 21,500, a length of 533 feet, and has been fitted to burn oil fuel. Her accommodation provides for over nine hundred European passengers in three classes. She is intended for service on the Pacific between Vancouver and Hongkong. In this service she will work in co-operation with three other of the Company's vessels, the "Empress of Canada," "Empress of Russia" and "Empress of Asia."

A Reparation Vessel.

The "Empress of Australia" was built at the Vickers Works, Stettin, for the Hamburg-America Line, and was originally named "Tirpitz." She was launched in 1913, but, owing to the war, was not completed until 1921, when she was claimed as reparation tonnage, and was handed over to the British Government, from whom she was purchased by the Canadian Pacific Railway. Since the purchase the vessel has undergone a very extensive overhaul, and has been adapted for burning oil fuel instead of coal. The public rooms have been entirely refurnished, and provision has been made for the accommodation of Asiatic steerage passengers. The boat accommodation has also been brought into line with the particular requirements of the Company, and new boats of the latest collapsible type have been fitted under existing lifeboats, these lifeboats being overhauled and thoroughly equipped for efficient service.

Constructional Details.

The principal dimensions of the "Empress of Australia" are: Length, 533 ft.; breadth, 75 ft.; and depth, to upper deck, 45 ft. 2 1/2 in. She is of the shelter-deck type, with a continuous bridge deck extending the full length of the vessel. Above the bridge deck there are lower and upper promenade decks extending fully half the length of the vessel, and above the upper promenade deck there is a boat deck. There are two complete 'twain decks' below the shelter deck, and lower and orlop decks at the fore end, and lower deck at the after end of the ship. The vessel has a straight stem, elliptical stern, three funnels and two masts, and has a very handsome appearance. The "Empress of Australia" is classed A1 at Lloyd's, has a full Board of Trade certificate as a passenger ship, and is well subdivided by water-tight bulkheads. There is a cellular double bottom extending fore and aft for almost the complete length of the vessel. Oil fuel is carried in the forward bunkers, and there are large cargo compartments forward and aft of the engine and boiler rooms.

Passenger Accommodation.

Spacious and well-fitted accommodation is provided for about 400 first-class, 165 second-class, and 360 third-class, and 670 Asiatic steerage, together with a crew of about 320. The first-class accommodation is arranged on "A," "B," "C," "D" and "E" decks in large staterooms for one, two, and three persons each, all these staterooms being fitted with beds, there being no upper berths in any of the first-class rooms. In addition, there are eight large suites with private bath and toilet. The two suites on "B" deck amidships comprise a dining room, salon, bedroom, bathroom and toilet, maid or valet's room, and also a large boxroom. These suites are fitted up in a luxurious style, and the salon has very large square windows at ship's side, giving it an extremely light and airy appearance. Two other large suites on this deck forward each contain a sitting room, bedroom, bath-room and toilet, also a large boxroom, and each suite is so arranged that a large additional bedroom can be added if required. The other two after-most suites on this deck are so arranged that they can be let as a large bedroom with private bathroom and toilet, or as a bath-room and bedroom with private sitting room and toilet, a sliding door being fitted between the two rooms. Two other large suites each comprising sitting room, bedroom, private bathroom and toilet,

also large boxroom are situated on "C" deck amidships.

Dining Saloons.

There is a large dining saloon for first-class passengers situated on "C" deck, which is capable of accommodating over 330 people at one sitting, the tables being arranged for small parties of from two to six people. In addition, there are two small private dining saloons leading off the main dining saloon, each of these being capable of seating twenty persons. The total seating accommodation is, therefore, over 370 at one sitting. The main dining saloon is one of the most luxurious in the fleet. It has a very large central dome, or well, extending two deck heights, fitted with large opening windows on to the "A" deck passageways, and having three large carved brass electroliters in the dome. Four large paintings, copies of old masters, are hung on the sides of this dome. The dining room is decorated in the Louis XVI. style, walls and ceiling being white enamel, antique finish with gilt enrichment, and the furniture is of mahogany. At the after end of the dining saloon there is a large musicians' gallery.

Other Public Rooms.

The lounge for first class passengers is situated on "A" deck and is a large compartment decorated in the Empire style, the walls and ceiling being finished in green with gilt enrichment. A large feature of this lounge is the absence of pillars, the roof being built on the cantilever principle with a large decorative glazed dome. Four large carved gilt sixteen-light torchiers, together with the ceiling fixtures, provide brilliant lighting at night, and there are ten large crystal windows in the room. The floor is of parquet, covered with carpets, the centre carpet being removable to provide suitable dancing space. The furniture is of satin wood with carved and gilded enrichment, and upholstered in silk with curtains to suit, the colour scheme being violet and brown. The first class ladies' room, which is situated on "A" deck, adjacent to the lounge, is decorated in the Louis XVI. style finished in white enamel with gilt enrichment. This room is furnished with china cabinets, and settees. The first class smoke room on "A" deck is finished in the Louis XVI. style with oak panelled walls and white ceiling. Tapestry and leather covered chairs and settees, card tables, writing tables, and cigar cabinet comprise the furnishing of this room. The first class writing room on "A" deck off the main entrance hall is decorated in Louis XVI. style, with tinted walls and white enamel ceiling, and the furniture is of mahogany. There is a first class card room on "A" deck on the port side aft of the smoke room, and a large verandah cafe at after end of this deck. Swimming Baths and Promenades.

A children's room is arranged for on starboard side after end of "A" deck. A large swimming bath for first class passengers, situated on "E" deck, is decorated in the Pompeian style, and fitted with individual dressing rooms, lavatory and showers. There is also an electric bath on "C" deck, fitted with the most up-to-date appliances. The main entrance hall on "A" deck is finished in white enamel, and has a large circular dome light. Two wide staircases and two passenger lifts lead from this entrance down to all the first class accommodation. At the forward end of the hall there are two kiosks, one for flowers and one for general sales. Both ladies' and gentlemen's barbers' shops are provided on "C" deck, and, in addition to the foregoing, there is an information bureau, stenographer, manicurist, dispensary, etc. provided for. The first class promenade space is extensive, there being over 200 ft. on "A" deck, and 100 ft. on "E" deck. The forward end of "A" deck is screened off in steel, with large glass windows for about 70 ft. on each side.

Second and Third Class Accommodation.

The second class passengers are accommodated on "E" and "F" decks in staterooms for two, three, and four persons each. All these staterooms are large and well-fitted up, and are of the Bibby type. The second class dining saloon is situated on "C" deck, and is finished in white enamel walls and ceiling. It is arranged to accommodate 148 people at one sitting. On "F" deck there is a second class ladies' lounge decorated in white enamel, with silk panelled walls and with satinwood furniture. There is also a second class smoke room, with mahogany panelled walls and white ceiling, and fitted up with writing tables, card tables, seats and arm chairs, upholstered in green leather. Ample prome-

nade space is provided for the second class passengers on "C" deck. The third class passengers are accommodated in rooms on "E" and "F" decks. These staterooms accommodate from four to six persons each, and are fitted up in the latest style for this class on the Pacific service. The third class dining saloon, situated on "D" deck, is capable of seating 184 persons at one sitting. A third class lounge, also a third class smoke room are provided for on "C" deck, and ample promenade space is arranged for third class passengers on "D" deck aft. The Asiatic steerage passengers are accommodated on "E," "F" and "G" decks forward in open berths.

Kitchens and Pantries.

The captain and officers are accommodated in rooms at the forward end of the boat and "A" decks; the engineers are on "D" deck, and the remainder of the crew are on "D," "E" and "F" decks. All the crew accommodation has been entirely rearranged and brought up to date. The kitchens and pantries for the first and second class are situated on "D" decks below, and between the first and second class dining saloons, and separate stairways have been arranged into each saloon, ensuring a quick and efficient service. All the latest improvements have been supplied, and these spaces are equipped in the most up-to-date fashion. Separate kitchens and pantries are fitted up forward and aft for the third class, and Asiatic steerage. The vessel is ventilated and heated in a very elaborate manner, the air of the public rooms and cabins being changed automatically every few minutes without creating any draught.

Equipment.

The cargo handling equipment is operated by powerful steam winches, and is fitted with the most modern requirements. It is operated by hydraulic power controlled either individually or collectively from the navigating bridge as well as from the door itself. A complete system of wireless telegraphy, including a large installation and apparatus for making wireless bearings, has been installed. Submarine signalling and electric clocks are fitted, also the most modern type of gyro compass, these various automatic devices giving increased safety in navigation. The vessel has been fitted with new large bilge keels to minimize rolling, and she is also fitted with special heeling tanks on the ship's side by means of which she can be kept upright at all times. Large provision store rooms, both insulated and ordinary, are arranged for.

Propelling Machinery.

The ship is propelled by two sets of "Curtis Parson" combination turbines driving twin screws and fitted with Föttinger transmission gear. The two sets of engines together will indicate about 18,000 s.h.p. The boiler installation comprises fourteen water tube boilers fitted with three furnaces each, the working pressure being 240 lbs. per sq. in. The vessel was originally fitted with coal bunkers, and was intended to burn coal on service. In order that her speed may be fully maintained, and taking into account the great advantages which are obtained with oil fuel on passenger ships, she has been, during her reconditioning, fitted with oil fuel bunkers for carrying oil fuel and a complete installation for burning oil fuel in the boilers has been installed. This will make it quite certain that the vessel will be able to maintain her speed and time schedule with more certainty than if she had remained a coal-burning ship. The installation of auxiliary machinery is very complete, the steam heating, electric lighting and refrigerating plants are all most up-to-date, and ensure that the comfort of passengers in respect of these matters is amply provided for.

OIL KING'S BROTHER.

Leaves all his Property to Family.

All but \$100,000 of the great estate of William Rockefeller, brother of John D. Rockefeller, and rated as one of the world's richest men, will remain in the Rockefeller family, under the terms of his will.

The \$100,000 goes to the only executor named, who is not a member of the family—John A. Garver, lawyer, who drew the will. The rest of the estate, variously estimated at from \$100,000,000 to \$200,000,000, goes in four equal shares to Mr. Rockefeller's four children—William G. Rockefeller, Percy A. Rockefeller, Mrs. Emma Rockefeller McAlpin and Mrs. Geraldine Rockefeller Dodge. Provision is made in the will that their inheritance, when they

NOTICE

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BATHING SUITS

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Gentlemen

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RARE OPPORTUNITY.

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die, shall pass on to their children. Life of all the Rockefeller town although none of the estate was and country houses and household effects. Mrs. Rockefeller put in trust except a quarter of hold effects. Mrs. Rockefeller Percy A. Rockefeller's share, preceded her husband to the grave which was made a trust fund for however, and under the terms of the will, that property also will be divided among the four children.

There was no bequest to charity. Nothing was left to old family retainers nor to any employees of the Standard Oil Company, of whom Mr. Rockefeller had been familiar. The will, drawn September 5, 1919, at Tarrytown, left a trust fund of \$3,000,000 to Mr. Rockefeller's wife, Elmina G. Rockefeller, together with the use for

Caruso said—"My

VICTOR RECORDS

shall be my biography."

MOUTRIE—Sole Victor Agents.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Evening work or after 5 p.m. by a young Anglo Indian with knowledge of general office routine. Speaks Malay, Hindustani & Cantonese fluently. Highest references. Apply Box No. 160 c/o "Hongkong Telegraph."

WANTED.—Steno-typist is open for engagement after Office hours from 5 to 7 p.m. Apply Box No. 761 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—FANLING, A New Bungalow situated on Wo Hon Sek.—Apply to Tsang Foo & Co.

FOR SALE.

FOR SALE.—Steam Launch—Length 66 ft. Speed 10 knots. First Class Condition.—Apply Box No. 741 c/o "Hongkong Telegraph."

MORTGAGE INVESTMENTS WANTED.

MESSRS. DEACON, LOOKER, DEACON & HARTON, of No. 1 Des Voeux Road Central, have for investment the sum of \$200,000, and are prepared to consider applications for the advancement of the same on first class mortgages of house property.

NOTICE.

MAJOR J. W. Clark representing the department of land, Government of British Columbia, is at present staying at the Hongkong Hotel and will be glad to furnish information to anyone interested in British Columbia. Major Clark sails on the "Empress of Russia," August 10th.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 9th. Aug. 1922, at 11 a.m.

at the Tai Kok Dockyard (For account of the concerned) ex s.s. "CHIYO MARU"

3 Boilers dimensions—Diameter over all 16 2/3" Length 11' 8" weight about 55 tons.

Terms: Cash on delivery. Inspection open on application to LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 10th. Aug. 1922, commencing at 11 a.m. at their Sales Rooms, Duddell Street,

6 cases "Golden State" Champagne (pts.) 64 cases Hock 16 cases Brandy 60 cases Orard Brandy

Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

Japan, Hongkong, Java Line. S.S. "CHIRAPUN" Sailing 10th. S.S. "SAKURA" Sailing 12th. For freight apply NAKATSU YEN KAI SHIP CO. Ltd. Phone 226. Prince Building K. Street, Manager.

The Kwong Wing Co. Ltd. S.S. "TAI WING" Sailing 10th. S.S. "TAI WING" Sailing 12th. For freight apply Kwong Wing Co. Ltd. Phone 226. Prince Building K. Street, Manager.

Mee Wah Knitting Co. 618, Canton Road, Phone 1201. Manufacturers of Hosiery, Socks, Sweaters and Underwear. YEUNG PO KWAN, President.

THE SAI HING S.S. CO. 25, Canton Road, W. S.S. "SAI HING" Sailing 10th. S.S. "SAI HING" Sailing 12th. For freight apply Sai Hing S.S. Co. Phone 1770.

HONGKONG-WI CHOW LINE. S.S. "CHUNG ON" Sailing 10th. S.S. "CHUNG ON" Sailing 12th. For freight apply Hongkong-Wi Chow Line. Phone 1770.

THE HIN FAT S.S. CO. Shipping and Insurance Agents, Phone 2483. No. 101, Wing Lok Street. KWOK HIN WANG, Proprietor.

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THE undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bankers at SEBATTIE or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIE or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD. Agents, The COWIE HARBOUR COAL CO. LTD.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, George Winstanley Barton, of Douglas LaPraik & Co., General Managers of Douglas Steamship Company, Ltd., of Hongkong, hereby give notice that in consequence of a wish to have the below-mentioned Steamer carry a similar name to other Steamers of the Douglas Steamship Company, Ltd.

I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TUNGUS" of Tonsberg, Official No. 74812 of Gross tonnage 1,825.30 Tons, heretofore owned by Wilhelm von Dampskibeaktie-elekap for permission to change her name to "HAIFONG" and to have her registered in the new name at the port of Hongkong as owned by the Douglas Steamship Company, Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within Seven (7) days from the appearance of this advertisement.

Dated at Hongkong this 5th day of August, 1922.

George Winstanley Barton, DOUGLAS LAPRAIK & CO. General Managers.

On Wing Co. 410, Hong Kong Street. General Managers & Contractors. Phone 206. L. F. LAI, General Manager.

Ching-Ke S. N. Co. 156, Wing Lok St., W. Phone 2220. Regular Service between H.K., Canton, Newchuan, North China. YEE TAI HO-O. Phone 753.

CHEONG YUE S. S. Co. 16, Des Voeux Road, C. S.S. "YUE SANG" Sailing 10th. S.S. "YUE SANG" Sailing 12th. For freight apply Cheong Yue S.S. Co. Phone 2232.

Hongkong-South America. S.S. "HAWAII" Sailing 12th. Aug. 1922. For freight apply Changwha Navigation Co. East of China Ltd. Phone 1575.

Hongkong-Saigon Line. S.S. "TELEMAQUE" Sailing 12th. July. For freight apply Wo Fat Sino. Phone 2271.

HONGKONG-SWATOW S.S. "SWATOW" Sailing 10th. S.S. "SWATOW" Sailing 12th. For freight apply Li Fat S.S. Co. Phone 2271.

SOUTH CHINA MORNING POST LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the South China Morning Post Limited will be held at the Mission Buildings, Building Victoria, Hongkong, on Tuesday, the 8th day of August, 1922, at 2.30 o'clock in the afternoon for the purpose of considering and if thought of approving the draft new Articles of Association of the Company which will be submitted to the meeting.

A print of such draft new Articles and a print of the existing Articles of the Company may be seen at the Registered Office of the Company, No. 3 Wyndham Street, Victoria, aforesaid, and the portions of the proposed new Articles which differ from the existing Articles are indicated by being underlined in red.

Should the meeting approve of such new Articles of Association with or without modification the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a second Extraordinary General Meeting which will be subsequently convened.

Dated the 28th day of July 1922 By Order B. WYLIE, Acting General Manager.

HONGKONG HOTEL COMPANY, LTD. NOTICE.

ISSUE OF 17th. FEBRUARY, 1922 OF 109,650 ADDITIONAL SHARES OF THE NOMINAL VALUE OF \$10 AT A PREMIUM OF \$5 EACH (\$3 PER SHARE PAID UP).

SHAREHOLDERS are reminded that a SECOND INSTALLMENT on the above of \$5 per share (\$3 plus \$2 premium per share) falls due on TUESDAY, the 15th. August, 1922. Remittances should be made to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, in Hongkong, on or before that date.

THE REGISTER OF SHARES of the Company will be closed from WEDNESDAY, the 2nd. to TUESDAY, the 15th. AUGUST, 1922 (both days inclusive), during which period no transfer of shares can be registered.

BY ORDER OF THE BOARD OF DIRECTORS. A. V. WARD, Acting Secretary. Hongkong, 27th. July, 1922.

HONGKONG TRAMWAY COMPANY LIMITED. (Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND OF ONE SHILLING PER SHARE on account of the year 1922 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 23rd. day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7 1/2d. per Dollar.

By Order of the Board, W. E. ROBERTS, Secretary. Hongkong, 24th. July, 1922.

NOTICE. WE have this day removed our General Office from the fifth floor, Union Building, and Passenger Office No. 2, Ice House Street, to No. 4, Des Voeux Road, Ground floor, Hongkong, Shanghai Bank Building.

PACIFIC STEAMSHIP COMPANY. FOR HAIPHONG AND HOIHOW. Sailing for Hongkong and Haiphong every alternate Tuesday. The favorite passenger steamer "RAI-MUN" (Capt. Charles E. Page). Apply Thos. Cook and Son or P. Hing Tai, 114, Wing Lok Street.

AN EARL'S FORTUNE.

Dramatic Fight on Behalf of Grandson.

A remarkable letter, written by the late Earl of Shrewsbury's private secretary, refusing to act as co-executor of the peer's will, was read during the hearing of the probate action concerning the Earl's estate.

It was read by counsel as follows:—

In refusing to assist in his wickedness caused by his imbecility, I am doing my duty not only to the late Earl as a faithful retainer, and one of the best friends I have ever had, but to the little grandson, I would do my best to assist in erasing from the escutcheon the foul stain placed upon it by this devil's offspring in the shape of a will. I will not be an executor till this disreputable thing has been confined to oblivion.

The action has been brought on behalf of the present infant earl on the ground that the late peer was not of sound mind when the will was executed and that Mrs. Eleanor Brownlee, to whom the personal estate is left, exercised undue influence over him. The allegations are denied.

Mr. McLeod, the late Earl's solicitor and executor, who is plaintiff in the action, went into the witness-box and was cross-examined by Sir John Simon, K.C., for the infant earl.

Witness said it was difficult for him to understand whose opposition the testator feared in regard to his will. He appeared concerned about probable opposition by some of his family.

Questioned in regard to the suggestion that a clause should be inserted in the will that anyone disputing it would lose all benefit, Mr. McLeod said he did not see the use of it, having regard to the circumstances under which the will was drawn.

Sir John: If Mrs. Brownlee was the moving spirit in getting Lord Shrewsbury to go to your office on the day the will was signed, no explanation of Lord Shrewsbury that this was a foolish provision would affect his desire that it should none the less be inserted?

Witness: That is quite clear. MRS. BROWNLEE SURPRISED. Mr. McLeod said he took counsel's advice about the suggested clause in regard to anyone disputing the will, and went to the testator counsel's note, which pointed out that the effect of the clause might be against Mrs. Brownlee.

Sir John: And from the moment you sent it you never heard another word about it?—No.

Do you think she knew anything about the will before the earl died?—I think not.

Why?—Because I showed her an epitome of the will after the testator's death, and she seemed surprised.

She was able to control her emotion, I hope?—I showed her the epitome on the way back from the funeral, because she was in great distress, and I wanted to divert her attention.

It is your view that this lady knew nothing of the contents of the will till after the funeral?—Yes, except that I had heard since that she knew she had Port Land Place left her.

And when you communicated this intelligence, which though not a solace of sorrow, had some grains of comfort in it, what did she say?—She asked me what would become of the money if she died without making a will. I told her it would go to her nearest relatives, and she then remarked that that must be prevented, as the earl would not approve of it.

She is still anxious to carry out his wishes?—Yes.

After the will was signed was the earl very ill?—He was ill, and became very ill about six weeks afterwards, and he remained dangerously ill for a long time afterwards.

BORED BY HIS RELATIONS. Witness said that the Earl's private secretary, Mr. Towers-Minets, was a good and faithful man, and had the Earl's interests at heart. The late Earl had involved himself in an obligation to pay £50,000 to the Aniline Dye Company, but he had forgone it. He was so ill at the time he was asked for the cheque. His head was quite clear, however, and remained so.

The President (Sir Henry Duke) told the jury that there were five volumes of correspondence, and the Court would know better about the matter in a week or fortnight's time.

Sir John: When the earl was ill and Mrs. Brownlee was nursing him, was care taken to prevent his private secretary knowing too much?—No.

Mrs. Brownlee managed his house and at this time excluded his relations?—No, because he said he did not wish his relations admitted as they bored him. He told me that.

Sir John read a letter from the Earl's private secretary, dated January 1921, in which he said the Earl at times did not know where he was.

Witness said the Earl's private secretary was appointed a co-executor, but he had renounced probate.

Sir John then read the letter (quoted above) by the private secretary.

Mr. Patrick Hastings, K.C., for Mrs. Brownlee, then cross-examined the witness, who said he was not appointed her solicitor after the Earl's death in connection with this case.

Re-examined by Mr. Hogg, K.C., witness said there were jewels of great value in the possession of the Earl's widow. Some of the jewels which he gave to Mrs. Brownlee he purchased himself. The black pearls (which Sir John Simon suggested yesterday were worth £250,000) were left to Lord Shrewsbury by a lady named Macdonald.

The late Earl said he did not think it necessary to provide for his grandson, because his income would ultimately be between £40,000 and £50,000 a year. Death duties would be paid during his minority, and he would come into the estates unencumbered except for family charges. The gross income of the estates at the present time was about £40,000 a year.

Witness had served the late Earl for 40 years, and had always endeavoured to carry out his wishes, and he added, "I hope to do so now."

Lord Shrewsbury was inclined to speculate; sometimes he won and sometimes lost.

REPUULSE BAY HOTEL

BANK HOLIDAY

MONDAY, AUGUST 7th.

THE JAZZ ORCHESTRA

WILL PLAY FOR TEA

AND DINNER DANCE

LATE COACHES WILL RUN AS UNDER:—

Leave H. K. Hotel. Leave Repulse Bay Hotel

8.30 p.m. 10.30 p.m.

9.00 11.00

SUMMER DRESSES FOR GIRLS

The children's shops show small girls' dresses in chambray, black satin, dotted Swiss, organdie, dimity and checked gingham. Those of black satin or plain coloured chambray are especially jolly because they are trimmed with applied flowers of brightly coloured silk or cretonne.

ASIATIC LABOUR FEDERATION.

Japanese Leader's Plan.

Mr. Suzuki Bunji, the Honorary President of the Japan Labour Federation, who alighted at Nandaimon station, Seoul, on the 15th. ult., told a Press interviewer that he wanted to investigate chiefly three things. One of them, according to the *Keijo Nippo* was the relation between tenants and landlords. The second was that Korean labourers were recently pouring into Japan Proper in great numbers, but most of them were lazy and quarrelsome and consequently inefficient. He found it necessary and important to inspect the conditions of Koreans at home. The third was that Chinese labourers were constantly coming into Korea, and the Korean labourers are being affected by them. Even if the Chinese labourers had been excluded from Japan Proper, if they invaded Korea and drove the Korean labourers into Japan, this exclusion from Japan was useless. He had to devise a counter-measure and propose it to the authorities.

In talking about the labour questions, the examples of Europe and America, he said, were apt to be quoted, but it was necessary to look about for yourself. The East must have a labour federation of its own. The Japanese must know China, but it was more important to know Korea before one knew China. It was very fortunate that Mr. Ariyoshi, the new Chief of the Civil Administration, had had a hard experience of the Kobe labour disputes. When Mr. Suzuki had met him in Tokyo recently, Mr. Ariyoshi said to him that he had been tried by an ordeal for forty-five days. Mr. Suzuki was confident that he would be provided by the Government-General with sufficient materials for inspection.

He added in conclusion that the labour unions of North America extended their influence to Mexico and South America, and were helping the intimacy among the races. So it was necessary for Japan to form a big labour union including not only Koreans but also Chinese. For this purpose he was thinking of going to China next year.

Mr. Suzuki was escorted by Mr. Yamaguchi, the chief of the higher police section sent by Mr. Maruyama, the Chief of the Bureau of Police Affairs.

THE WITHDRAWAL FROM SIBERIA. Concerning the attitude of Japanese residents in Vladivostok in regard to the withdrawal of Japanese troops, the Foreign Office is advising them to stay there, trusting to the protection of the Government, as that will be best for them in the future. The War Office, on the other hand, suggest that it is safe to return home with the withdrawal of the army, for the Vladivostok Government is more powerful than is expected, and a collision between the Red and White Guards is inevitable after the evacuation. Some of the residents are at a loss as to which opinion to follow. But it is roughly calculated that 5,000 of them will withdraw with the army, while 1,300 are expected to stay at Vladivostok and 300 at other places inland. The protection of the Government promised by the Foreign Office is found unconvincing, though the danger pointed out by the War Office is deemed an exaggeration. According to a Japanese who came back from Vladivostok to Tsuruga, says the *Asahi*, the War Office feels a secret joy in frustrating the hopes of the Foreign Office by frightening the residents back to Japan with the withdrawal of the imperial army.

WU'S MILITARY LIBRARY. General Wu Pei-fu is reported by the *Shanghai Journal of Commerce* to be forming a big military library at his headquarters at Loyang. A large number of books on military tactics and affairs have been ordered.

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GLAUCUS 7th Aug. London, Rotterdam & Hamburg
JASON 14th Aug. London, Antwerp & Hamburg
MENTOR 21st Aug. London, Antwerp & Hamburg
THESUS 4th Sept. London, Rotterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
KEEMUN 14th Aug. Genoa, Marseilles, Havre & Liverpool
NINCHOW 2nd Sept. Genoa, Marseilles, Liverpool & G'gow
HECTOR 20th Sept. Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
IXION 29th Aug. Victoria, Seattle & Vancouver
TALYBIUS 19th Sept.

NEW YORK SERVICE

(via Suez or Panama)
TELEMACHUS 15th Aug. via Suez
TITAN 15th Sept. via Suez

PASSENGER SERVICE

TEIRESIAS 17th Aug. for Shanghai & Japan.
MENTOR 21st Aug. for Singapore & London
TEIRESIAS 25th Sept. for Singapore & London

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AGENTS.

TENNIS CHAMPIONS.

The Rest Defeat the R.I.C.

After two postponements owing to the unfavourable weather conditions, the "At Home" arranged by the Indian Recreation Club was held on the Sookinpo ground on Saturday afternoon, when the shields won by them as champions of the "A" and "B" Divisions of the Tennis League were presented by Mrs. Severn. Although the weather was threatening, the rain, fortunately, did not come to much, and by four o'clock a large company had assembled in front of the tennis courts, where matches between the winners and the Rest were due to take place. Great interest was taken in the "A" Division games, in which some very fine tennis was shown. Although opposed by some of the best tennis players in the Colony, the Indians did exceedingly well and after the first round were leading by several points. The Rest got level at the second, the score then being 33 games each, but in the concluding sets they had the Indian teams well beaten and eventually finished up winners by 39 games to 49. The matches in which the "B" Division players were engaged resulted in The Rest defeating the I.R.C. by the same margin.

A new player on view was Lieut. Commander Worthington, who partnered the Colony's champion, Ng Szekwoy. He gave quite a good exhibition and satisfied the critics. He places judiciously and drives well.

The Scores.

The "A" results were: O. and H. D. Rumjahn beat Ng Szekwoy and Lieut. Commander Worthington 3-6, lost to R. and H. Hancock 4-7, lost to Townsend and Fincher 3-8. A. H. and S. A. Rumjahn beat R. and H. Hancock 6-3, beat Townsend and Fincher 6-3, lost to Ng Szekwoy and Lieut. Commander Worthington 3-8. A. A. Rumjahn and S. H. Ismail lost to Townsend and Fincher 5-6, lost to Ng Szekwoy and Lieut. Commander Worthington 4-7, lost to R. and H. Hancock 1-10.

"B" results.—O. Ismail and S. Moodisen lost to Curreen and Ip Kau 2-6, lost to Kwok and Ho 5-6, lost to E. Busschaert and Yamasaki 3-6. E. el Arculli and S. A. Ismail lost to Curreen and Ip Kau

4-7, lost to Kwok and Ho 5-6, lost to Busschaert and Yamasaki 4-7. S. A. Hussain and J. Hassan beat Curreen and Ip Kau 7-4, lost to Kwok and Ho 5-6, lost to Busschaert and Yamasaki 3-8.

During the course of the matches tea was served and the Band of the 102nd Grenadiers played a number of selections.

At the conclusion of the play, the shields and medals and also the Club prizes were presented by Mrs. Severn.

Dr. Forsyth, the Chairman of the Hongkong Lawn Bowls Association, thanked Mrs. Severn for her attendance and spoke of the great interest that both His Excellency the Officer Administrator and Mr. J. C. Fletcher for the Government and Mrs. Severn took in all forms of sport in the Colony. Dr. Forsyth also expressed thanks to the Indian Recreation Club for their great hospitality, the officials who had carried through so successfully such an enjoyable afternoon's fixture and Mr. J. C. Fletcher for all he had done in connection with the summer's tennis. (Applause.)

Mrs. Severn then presented the shields to the Captains of the "A" and "B" Division teams and also medals to the following players:—"A" Division: A. H. Rumjahn, A. A. Rumjahn, S. A. Rumjahn, O. Rumjahn, H. D. Rumjahn, S. H. Ismail and S. D. Ismail; "B" Division: D. Rumjahn, O. Ismail, E. el Arculli, S. Cussombhor, S. A. Ismail, I. Hassan, S. A. Hussain and A. el Arculli.

A Worthy Record.

Mr. U. Rumjahn, Chairman of the Committee, in the unavoidable absence of the President, Mr. J. H. N. Mody, welcomed the visitors on behalf of the Committee and members of the Indian Recreation Club and thanked them for their kind presence. He mentioned that the Club was formed in November 1918, with but 70 members, but the number had considerably increased during the last two years and now stood at 160. He ventured to remark that the performances of the active members in sports generally had been very creditable. Although the Club was still in its infancy, being less than four years in existence, he was glad to be able to chronicle a marked success in tennis this season, as evidenced by the fact that they had been very fortunate in securing the premier position not only in the "A" Division but also in the "B" Division of the League, particularly

when the "A" team had to face such strong opponents, including the famous champion of the Colony.

Mr. Rumjahn apologised for any inconvenience that might have been caused owing to the lack of adequate accommodation facilities. The case would, he was sure, be the reverse if the Club had possessed a commodious pavilion which it was in sore need of. He expressed the hope that when they met again they would see on the site of the present makeshift a permanent building. (Applause). The ground too would also undergo great improvements.

Mr. Rumjahn expressed to His Excellency Dr. Claud Severn the Club's deep appreciation and gratitude for the support he had given it and for being present that day at considerable inconvenience to himself after two postponements. He thanked Mrs. Severn for having graced the proceedings with her presence and for kindly consenting to present the Tennis shields and medals and Club prizes. Dr. Forsyth, the President of the Tennis League, also was deserving of gratitude for the encouragement he gave to sport and for presenting the handsome shields displayed that day. Mr. Rumjahn also thanked the players of the "Rest" for contributing such splendid games as they had witnessed and for making the occasion such a great success. The I. R. C. supporters were so pleased to see them win as to win themselves. They took defeat in sportsmanlike spirit as victory, for both were equal tests of character.

After expressing thanks to Mr. J. C. Fletcher, the Hon. Secretary of the League, for his invaluable assistance in making the arrangements, the other clubs and all who had lent their aid in making the afternoon a success, Mr. Rumjahn asked Mrs. Severn to kindly distribute the Club prizes.

The Prizes.

The Club prizes were presented to:

Tennis.—Singles Championship Challenge Cup to be won 3 years in succession or 5 times in all, presented by Mr. M. A. Razacki, A. H. Rumjahn; 2nd Prize presented by Mr. A. H. Hamet, S. A. Rumjahn.

Singles Handicap: 1st Prize, presented by Mr. H. M. H. Nazam, H. D. Rumjahn; 2nd Prize presented by Mr. P. Jamsetjee, S. D. Ismail.

Doubles handicap: 1st Prize presented by Mrs. J. H. N. Mody, S. D. Ismail and A. Wahab; 2nd Prize presented by the Committee, J. S. Curreen and I. Hassan.

Cricket.—"A" Team—Cup presented by Mr. S. S. Soonderam for Best Batting Average, S. A. H. Ismail; Prize presented by Mr. U. Rumjahn Esq. for Best Bowling average, A. el Arculli.

"B" Team—Prize presented by Mr. Mahan Singh for Best Batting, O. Rumjahn; Prize presented by Mr. A. el Arculli for Best Bowling, awarded to A. H. Madar.

Mrs. Severn was presented with a beautiful bouquet and given three hearty cheers.

Mr. Severn's Speech.

His Excellency the Officer Administrator, the Government, replying on behalf of his wife, spoke of the great pleasure it gave both Mrs. Severn and himself to be present. They had enjoyed the afternoon very much. He had taken a very great interest in the Club since it started and felt that any encouragement received from supporters had been thoroughly justified in the success which it had met with in the Tennis League this year. He congratulated the Club upon having won the Championships of both Leagues. Not only in tennis but in the cricket field the I.R.C. had shown a thoroughly sportsmanlike spirit and it was always a pleasure to the other teams of the Colony when they had to play against them. (Applause). He noticed that the name of Rumjahn appeared many

times among the tennis players, as it did in the cricket team. When he last played on that ground against the I.R.C. there were no less than five members of the family of Ismail playing, and it seemed to him the day would not be far distant when a cricket match would be held on that ground between teams of Rumjahn and Ismail. (Laughter). His Excellency hoped that this would stimulate members of the Club who belonged to other families to do their part. He did not wish to see the name of Rumjahn and Ismail disappear, but he did want to see stronger competition from other Indian families. With regard to the question of a pavilion, referred to by Mr. Rumjahn, His Excellency said he was diffident about making a statement on the subject. The Club and the Indian School had shown they were keen on sport and deserved every encouragement. His Excellency concluded by thanking the Club for its great hospitality and congratulating them on the success of the meeting.

Cheers for His Excellency and Mrs. Severn, the visitors, the teams, the officials and the Club brought the afternoon's proceedings to a successful conclusion.

LATE MR. MURRAY STEWART.

An Appreciation from London.

We take the following from the China Express and Telegraph:

The death of Murray Stewart at Belmont, California, on June 24th, will be mourned by a wide circle of friends. He had a genius for friendship, and many were the men and women of widely different temperament, abroad and at home, who came under the spell of his rare qualities of head and of heart. His bearing was distinguished by an engaging old-world courtesy, but at first sight there was a touch of hauteur in the severe lines of his features, a certain reserve of manner, which might cover for a time the depth of his humanity and the warmth of an exquisitely tender heart. But soon the spirit would prevail, and after the shy, diffident, half-hesitating opening, the secret source of a sympathy, as wide as it was sincere, as generous as it was profound, could no longer be concealed. And then it became difficult to compass his many-sided character, or to catch up with a range of interests co-extensive with mankind.

Unselfish in a world of selfishness, the materialism of the day touched him very little. He would spend himself, his health, his leisure, in the service of his country or of the community in which he lived—Hongkong, Peking, Shanghai, Tientsin, or indeed in any good cause without a thought of reward, shunning rather than seeking the recognition of his service.

Essentially Critical.

He was distrustful of his own powers. With more self-confidence he might have accomplished more, but his was not the stuff out of which leaders are made. His mind was essentially critical, and he seemed to find most doubt and hesitation in making it up when a rapid decision was required. His nice sense of duty, and sometimes his fastidious taste, rebelled at the conclusion of more practical men, that even a wrong decision may be better than no decision at all. But courage was not lacking, and no man could hold more tenaciously to his opinions, perhaps even to his prejudices, then he, or be more disdainful of the popular estimation of them.

These were idiosyncrasies which did not touch the quality of his virtues, his love of truth, his chivalry to women, his pity for the poor, his tenderness with

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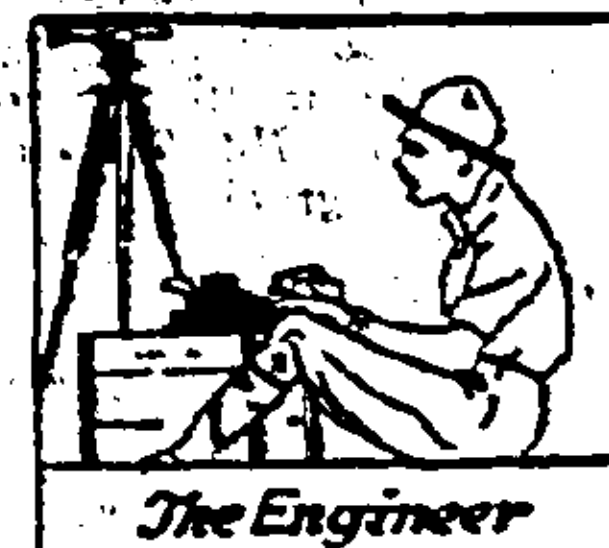
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The Home



The Store-keeper

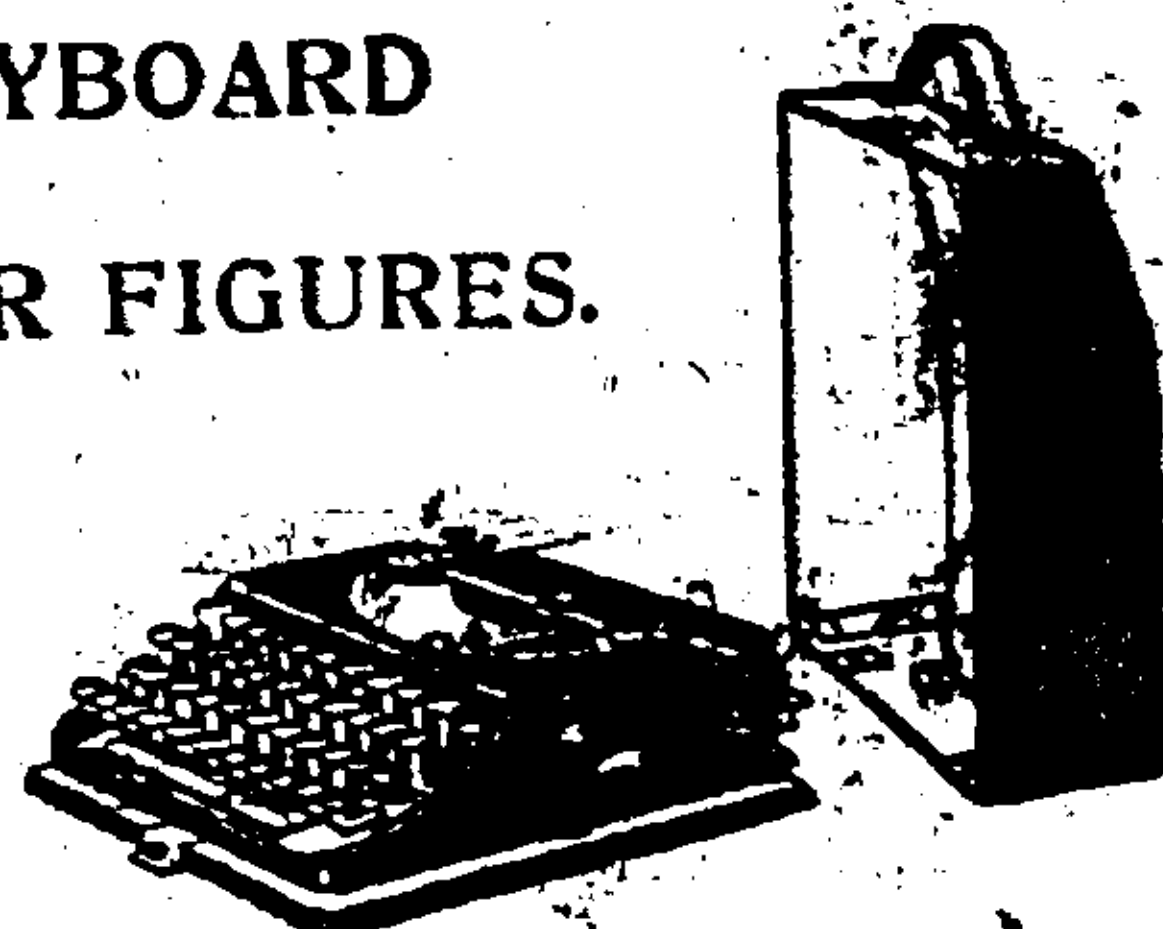


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WORLD-WIDE SPORT.

little children, his faith in the unseen. These were the things which endeared him to his friends. His pathway through life was strewn with the roses of "That best portion of a good man's life—

His little, nameless, unremembered acts.
Of kindness and of love."
They linger like a fragrance in the memory and remind us how little it matters what a man does compared with what he is. It is character that counts. Nothing mean or base could survive in his presence, and it is by character that Murray Stewart will continue to live on in the hearts of those who knew him on earth, to whom his life was a moral antiseptic, and who have been touched to finer issues by his death.

"Still are thy pleasant voices, thy nightingales awake; For Death he taketh all away, but them he cannot take."
Books His Companions.
He was not a ready speaker and disliked public debate, but books were his constant companions, and in the congenial intimacy of the youthful band, which composed the Shanghai Literary Society of thirty years ago, expression seemed to come readily to him. There are still some who will remember the pleasant exercise of wits at those evening discussions in which Murray Stewart more than held his own by the felicity of phrase and the extent of knowledge derived from a wide if rather discursive course of reading.

How he used to glow with enthusiasm for the oppressed and burn with indignation against the oppressor! How ardent his patriotism when England was the theme! There was a dash of the Puritan in him, but it was relieved by a boyish sense of humour, and as the hours grew short and still the interminable talk flowed on it was good to hear the occasional ring of his laughter, most dear and infectious to his listeners, punctuate the solemnity of the meeting. A generation is a long time in the transient life of our Anglo-Chinese communities, but the memory of these ambrosial nights will linger as long as life itself in the memory of those who took part in them.

"I wept as I remembered how often you and I, Had tired the sun with talking and sent him down the sky." It is an added pang to our sense of loss that Murray Stewart should have died in passage from China, the land of his adoption for which he hoped so much, far from his native land which he held so dear and longed so eagerly to see again. It was not to be. For a year he lay in the sanatorium at Belmont in much bodily weakness and suffering, but his spirit remained unshaken, and death, when it came, found him cheerful and undismayed.

"His cabin'd, ample spirit, It flutter'd and fall'd for breath; To-night it doth interit The vasty hall of death." *Atque in Perpetuum Frater, Ave atque Vale!*

Adam Hart, a clever young outside-right from Fort Glasgow Athletic, has signed on for Bristol City.

It has been decided to hold the 1923 Scottish professional golf championship over the Western club's course at Gullies, Ayrshire. The official attendance at the Yorkshire Lancashire cricket match at Sheffield was given as 8,417 with 2,000 members, and the receipts £480.

Yorkshire gained a remarkable victory over Lancashire at Sheffield recently, winning the match by six wickets after being led by a single run on the first innings, and after the fortunes of the game had varied so much with regard to the result as between a victory for Yorkshire and a tame draw that the spectators kept in a continual state of suspense.

The death has occurred at Wakefield, at the age of 62, of Harry Hayley, who, in his prime, was one of the best all-round club professionals in Yorkshire cricket.

Dundee have now signed 15 players for the coming season. Fraser, Dumfries; Letham, Dalkeith; and Neil Turner, Aberdeen, are the new players.

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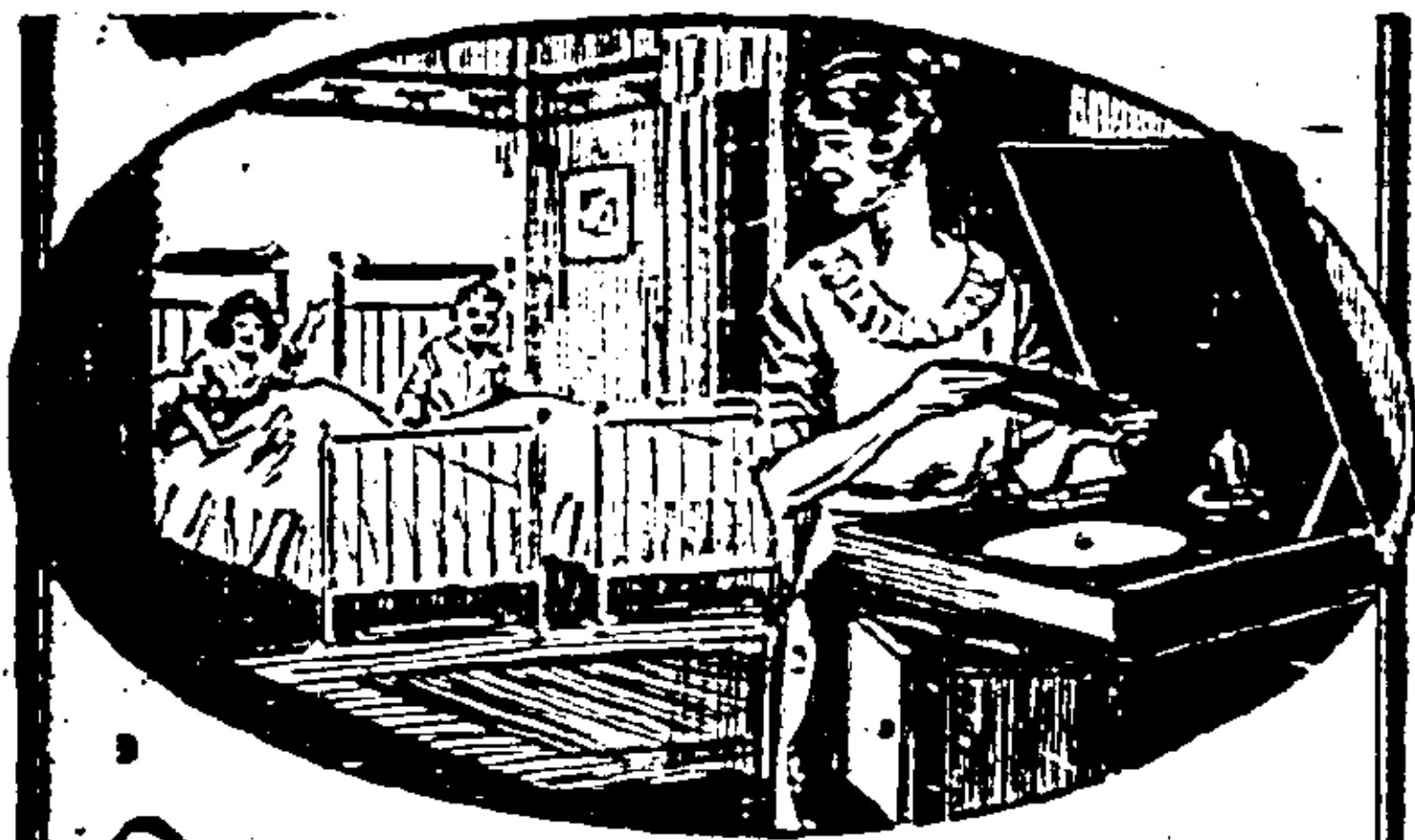
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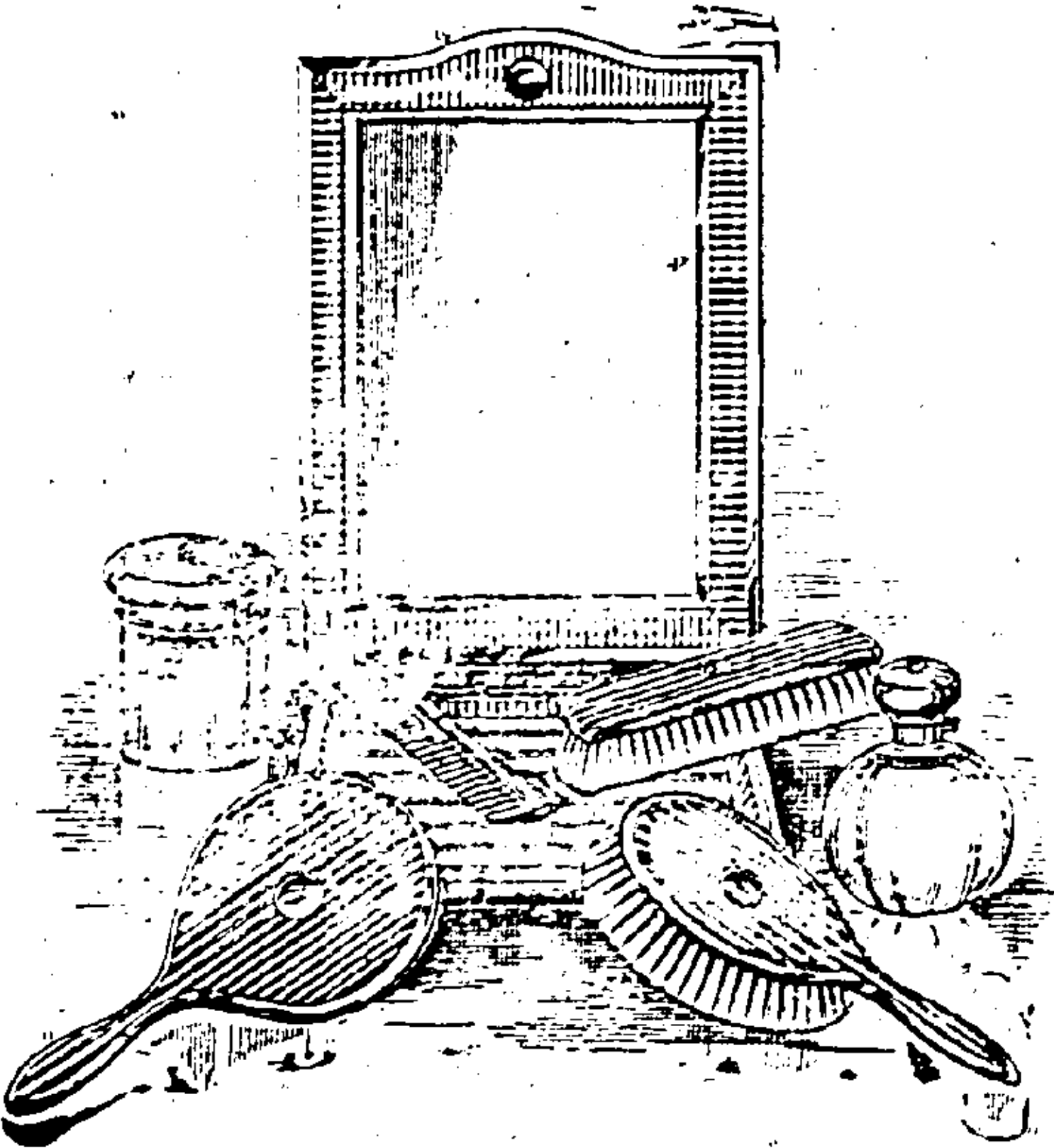


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MARRIAGE.

REED—SORBY.—At Amoy on August 5th, 1922 at the British Consulate and afterwards at the Union Church, Henry Gladstone Reed to Margaret Dare Sorby.

The Telegraph.

HONGKONG, 7th August, 1922.

ON NOTHING.

It is recorded of a leader-writer in the Old Country that, one day about this time of the year, he found himself in a fix for a subject. London had entered upon the quiet season. That portion of Society which is distinguished by a capital S had quitted the metropolis for the delights of the ancestral mansion in the country. Parliament had been prorogued; the Courts had just risen for the Long Vacation; nobody had killed anybody under peculiarly atrocious circumstances; no ingenious disciple of the Sikes cult had rifled a burglar-proof safe; nobody had broken the bank at Monte Carlo; in short, there was nothing doing. Perhaps, in the middle of the dog-days, the journalist's brain felt more jaded than usual. Then an idea struck him—he would write a leader upon "Nothing."

A somewhat similar dilemma confronts us at the moment. Reuter has been fairly active of late, it is true; but most of the subjects have become tediously familiar. Reparations, war debts, danger to the German Republic, the Irish conflict, the Near Eastern conflict, education of Chinese students—these have either been worn threadbare, or are awaiting definite developments. An item in Saturday's cables catches the eye, "The Status of Tangier," about which, it appears, a conference is to be held in London; but it is more than a little difficult to summon up enthusiasm over the Barbary States, even though the Agadir incident precursor of the great war, happened somewhere there. Besides, the world is getting rather fed up with conferences.

If we consider affairs nearer the Colony, things are in like case. Sun and Chan are still at daggers drawn, but there is nothing more that can be profitably said just now. As to the typhoon at Swatow, one feels no inclination to dwell upon that appalling disaster. In regard to the Colony itself, what with the registration bill, shipping control profits, and water supply, one

can hardly say there are no themes, but they are themes which the public would rather give a rest on Bank Holiday the better to attend to them after the little break for recreation.

That scribe who selected Nothing for his subject was a wily bird. The title suggests an impossible undertaking when it is one of the easiest of journalistic feats. (Mr. Hilaira Belloc's volume of essays was specially remarked because one of them bore this heading). With a specified subject, the writer is tied; "Nothing" is capable of unlimited fruitfulness. Already we hear the printer calling to us to halt, or "no can make fit."

Stricken Swatow.

Judging by the terrible calamity which has befallen Swatow, Hongkong had a narrow escape from the typhoon signalled here on Wednesday. The accounts show it to have been the worst disaster of its kind which Swatow has ever suffered; indeed, it would seem to have been a more terrible visitation than the Far East has ever experienced before. What damage a typhoon can do has been grimly shown by the plight in which the neighbouring port finds itself to-day—like ruined Ypres, to use the description of one eye-witness. Apart from the actual demolition caused by the gales, there are the additional hardships and miseries resulting from the flooding to a height of some six feet of a low-lying native city. What that means may well be left to the imagination. The total damage done to property on land and to shipping must be almost beyond computation, to say nothing of the tremendous death-roll left in the wake of this awful storm. Hongkong's sympathy goes out to the people of Swatow at this time. We have known from experience what these dreadful visitations mean, and we can consequently feel all the more keenly for our distressed neighbour. It is comforting to feel that the authorities here only needed to be acquainted of the distress of the people of the stricken port when they immediately resolved to send up a relief ship with supplies of food and other necessities. Acts such as that reveal a feeling of friendship and sympathy which could be expressed in no better or more acceptable form.

A Fishing Story.
Piscatory narratives are usually regarded as synonymous with fabrication. Here is a big but straightforward-looking one, related by Capt. R. C. Coppock, of Appleton, North Devon, master mariner, in describing his experiences at sea. The date carries back to 1894, when the raconteur was homeward-bound from Java in the Glenelg, Captain Kerr master. The crew caught a shark. That is big game, but has nothing of the surprising, will less of the incredible, being a commonplace. On ripping open the monster, however, the anglers were amazed to find, intact, a newspaper addressed to Capt. Kerr addressed. The explanation, as it transpired, was simple. Just previously, on leaving Java, the steward had thrown overboard sundry newspapers that the "old man" had not opened. The pity was that the package was comparatively valueless. Had a letter with a thousand-pound bank note been tossed away, perhaps the denizen of the deep would have turned his nose up at it.

U. S. NAVAL SECRETARY'S SPEECH.
A very great deal of interest has been taken locally in the speech, culled by us from the Japan Chronicle, in which Mr. Denby, U. S. Secretary of Navy, is said to have accused the shipping companies of foreign nations other than Japan, of rough-handling American cargo with the intention of prejudicing American goods in the markets of the world. Members of the party aboard the U. S. transport Henderson, on which Mr. Denby is making his present trip, are understood to deny that these allegations were ever made by Mr. Denby, and it is understood that steps will be taken to ascertain the facts of the case when the Navy Secretary reaches here. In the circumstances it is more than ever desirable that Mr. Denby should make some public pronouncement on the matter. N. C. Daily News.

DAY BY DAY.

THERE IS A HAPPINESS SHORT-AGE, DON'T LOSE ANY.

Thirty-seven Chinese were handed over to the custody of the Water Police on a charge of being stowaways aboard the a.m. Prominent on the arrival of the vessel in port during the week-end.

A letter received by a resident from Macao states that the proprietor of the Nam Hing provision store and his son were badly injured by the bomb thrown into their shop on Thursday last. The son has since died.

At a meeting at the Ming Yuen Gardens yesterday one thousand labourers were enrolled into a new labour organisation named the Heungshan Labour Association. It includes only natives of the Heungshan district.

The World Theatre is showing to-morrow a very exceptional picture which deals with a Western girl who thought she could fool a Ranch gang by her disguise as a man. The famous star, Bessie Barriscale, leads the role in "Two-gun Betty," a fine production from Robert Brunton.

Ng Man-kwong, a salesman of the Wing On stores, was charged before Mr. E. W. Hamilton this morning on two charges of embezzlement, involving respectively the sums of \$4.40 and \$24. Mr. H.B.L. Dennis, appearing for the prosecution, asked for a remand for a week, which was granted, bail being fixed at \$150.

"MAD DRUNK."

American Seaman Fined.
Edward Sherman was charged before Mr. R. E. Lindell, this morning, with riotous and disorderly conduct whilst under the influence of drink in the Seamen's Institute at the Praya East and with damaging a picture which he afterwards threw into the harbour.

The defendant pleaded guilty and his Worship asked—Are you a British subject?

Defendant—No. I am an American citizen.
Why did you abuse the hospitality of a foreign place? Why, I was not responsible for my actions. I was mad drunk.

The Superintendent of the Seamen's Institute said that defendant had been living there. He was introduced into the place by another resident.
His Worship—It is simply a case of getting badly drunk?
The Superintendent—Yes.
Defendant said he had been here two months. He was looking out for a berth, and the American Consul-General had promised him one on board a vessel next Wednesday. He asked leniency from the Court, as he hated very much to lose this opportunity of returning to the States.

The Magistrate—You pay \$5 to the Government as a fine, and \$4 as compensation to the Seamen's Institute for the picture you damaged.

"Drank himself silly."
Ed. Kennedy, unemployed seaman, was also charged with being drunk and incapable at the Praya East on Saturday night. Kennedy pleaded guilty, admitting that he had had a drop too much.

Inspector Blackman stated that defendant had been two nights in the police cell.

Defendant—I am due to go back to the States in a couple of days. I would appreciate very much if you can give me a chance. I will promise you I will not drink another drop whilst I am in this port.

The Magistrate—You can go, but don't drink yourself silly again.

Defendant—Thank you.
James Smyth, another defendant to a similar charge, failed to appear when his case was called. His bail of \$10 was accordingly forfeited.

CALL TO CHINA'S CITIZENS.
Commenting upon the now fashionable attitude that everything is going to be quite all right as soon as Parliament meets, the Peking Daily News says:—It can never be too strongly emphasized that the main task confronting the advocates and supporters of responsible government in China is that of evolving in the average Chinese citizen the political capacity and moral discipline that would make him equal to the average citizen of a democratic country like England or the United States.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

Return of the Germans.

Sir,—Quite recently I read in Hongkong papers that the barrage excluding the late Hun, but to-day courteously called German, was about to be withdrawn and his advent may be expected. The writer of the article was fully alive to the obnoxiousness of the said advent, since so many residents have had experience of Fritz "over yonder;" but he went on to say that enmity cannot continue indefinitely, and it behooved us to bury the hatchet for the sake of the world's progress.

That theory is possible since in business the German can be kept at the other end of a mail route, or telegraph, phone, the next street, or house, and his communication would be sterilised by the business about to be done. That is one aspect, but there is another. What about the British ship-officer becoming boxed up in any ship with a German? Now, most of us Britishers sailing on the Coast have had sons, brothers, nephews, or cousins sacrificed in the late war and now are threatened with the Hun becoming our shipmate where he must be spoken with, eaten with, slept with—save for the intervention of an inch-thick bulkhead, or partition—and generally treated courteously. Think of it. But can it be honestly performed and the good going of the ship maintained? I doubt it, and there seems the only remedy of refusing to sail with such, but since that would mean starvation, only hopelessness looms ahead unless a pure philanthropist takes the matter up in our behalf. Of course, the German, will come creeping in under the guise of either Dane, Swede, Norwegian, or mayhap as a Hollander, Belge, or Russ; for he can ape all six nations with ease; but then again, what is to stop him from boldly asserting his true nationality and acquiring a footing in the Coastal Marine, for will not he soon be our brother? Alas, alas.

Yours etc.
FEELINGS.
Hongkong, Aug. 7, 1922.

BIG SNAKE.

Killed at Kowloon City.

One of the largest snakes seen for some time past in the Colony was killed by the police at Kowloon City last week. It measured 12 feet 6 inches.

It appears that the reptile was on a foraging expedition into the old City fort, and was returning to its hiding place in the garden of the Police Station when it was discovered by the cook. Its whole length, with the exception of twelve inches of the tail, had actually gone into the hole before the cook decided to hold on grimly to the visible end. His calls for assistance brought Lukong No. 208 on the scene, and the combined efforts of the two at length resulted in the snake being gradually pulled out from the hole until only the neck and head remained concealed. With a sharp stroke of a chopper, the snake was dispatched.

This is the second snake caught in this district within a year. On the previous occasion one of these reptiles, which had got out of the garden of the Police Station, was discovered on the roof of the Kwan On contractor's matchbox, where it was killed.

HARBOUR COLLISION.

Man-o'-war and Junk.

A collision in the harbour, shortly before mid-day yesterday, between H.M.S. Magnolia and a large junk loaded with bricks, resulted in the latter craft going to the bottom.

The crew of the junk numbered seven, all of whom were fortunately saved by two launches and a sampson in the vicinity. The accident occurred right in the track of the Hongkong-Kowloon ferries. It is reported that the junk crossed the bows of the Magnolia shortly after the warship had left her buoy on her way out of harbour. The frail Chinese craft was so badly damaged that she sank almost immediately. The spot where the sunken vessel lies has been marked.

BISHOP OF VICTORIA.

Visiting Outlying Districts.

The Bishop of the diocese, writing from Pakhoi on July 6th, says:—"I have had an interesting and busy time here. On June 25th, confirmation at Lien Chow; on July 2nd, confirmation here. There was one dear old leper lady of 76 who had learnt her catechism right through among the leper candidates. There are 4 boys, and 5 girls, all under 15, among the lepers. Two of the boys are such jolly little chaps, twins, and one of them is deaf and dumb, but the other more than makes up for his brother. Then there is a young fellow of 31 who was at college when leprosy overtook him. He speaks English excellently." The Bishop is now at Yunnanfu where he was to take another confirmation. —Church Notes.

TO-DAY'S MISCELLANY.

What have we done to deserve that so good a cricketer as Sir Conan Doyle should advocate an invasion of our schools by baseball missionaries? asks a Home paper. American reports credit him with "expressing the hope that efforts would be made to popularise the game in England, and to this he suggested that two good teams should tour the English colleges." This follows hard on the heels of the news that a couple of big professional baseball clubs propose to visit not only England but the Continent and give exhibition matches. Most week-ends you can see American sides competing in an "International League" on the Chelsea football ground.

The "freckles competition" now being held in an American newspaper would have pleased George Meredith. In one of his pastoral poems he urges the beauty of sunburn upon the companion of a walk, saying:

Thou art no nun, veiled and vowed; doomed to nourish a withering pallor.

City exotics beside these would show like bleached linen at midday.

Hung upon hedges of eglantine. And elsewhere, of an unknown but unforgotten passer-by who pleased him he paints the swift portrait:

A gracious freckled lady, tall and grave.

The recent taking over by the National Trust of the New Bield, Lyveden, will make more accessible to tourists this summer one of the most interesting and romantic of Northamptonshire's county houses. Built by Sir Thomas Tresham at the beginning of the seventeenth century, it was uncompleted at his death in 1605 while in prison with other Catholics under the charge of complicity in the Gunpowder Plot. It has never been finished, and stands to-day as Tresham's builders left it, a shell of a building, cruciform in shape—both in this and in two other Northamptonshire houses which he designed, Tresham introduced a religious symbolism—and wholly roofless. Though the New Bield has never been lived in, its architectural features, including its beautiful symbolic decorations, have been wonderfully preserved. In the Civil Wars, it is true, a Major Butler made a desperate attempt to destroy it, but the toughness of the cement that binds together the stones happily defeated the design, and the vandalistic Major had to be satisfied with carrying away a few stout oaken beams to the house he was building at Oundle.

Resembling swarms of bees, half a million salmon fry have been removed from their hatching nursery and cast into the rapid water of the River Spey. Much care is exercised in this delicate bit of work. An important point is that the temperature of the river must be similar to the water in the tanks where the salmon were born and spent their babyhood period. Expert fishermen are not inclined to believe that the depositing of fry has increased the yield and quality of salmon in this noted river. The Duke of Richmond and Gordon established and maintained hatcheries at considerable expense. This year there has been a record spring salmon fishing on the river. It is a curious but striking fact that good and bad red and net seasons come round in wonderfully regular cycles.

NAVAL AND MILITARY.

Admiral Sir Arthur Leveson, the new Commander-in-Chief on the China Station in succession to Sir Alexander Duff, is expected to reach China in October to take up the duties of his new post.

The ex-mine sweeper, Petersfield, late of the broken-up South America Squadron, is being got ready at Portsmouth to succeed the despatch ship Alacrity on the China Station. The Petersfield will be ready for her new commission by the end of August or beginning of September. Commander Cecil N. Reyne, commanding the Petersfield, has just been promoted captain.

Commander Thomas H. Binney, D.S.O., chief executive officer of the flagship Hawkins, China Station, has just been promoted to the rank of captain, after a service of five and a half years in his late rank. His promotion, so well merited, will give great satisfaction to his friends in China and the Straits. Another local promotion is that of Lieutenant Commander Thomas B. Drew, C.B.E., of the Hawkins, who has been advanced to the rank of commander after within a few months of five years' service in his late rank.

The 2nd Battalion King's Regiment at Hongkong will get a draft from the 1st Battalion in Ireland in the coming troopship season. The 1st Battalion is part of the 25th Provisional Brigade at Dublin, where the Irish warring factions had some tough fighting. The King's and other British looking on in reserve and enjoying the spectacle of would-be rulers of Ireland giving each other what both used to give to the troops.

Captain V.E.B. Phillimore, D.S.O., C.B.E., has just gone on retired pay. He did good work in the late war as an armed liner skipper and as a light cruiser captain, getting mention in despatches, and the C.B.E. for his services. When he won his D.S.O. he was a lieutenant of a cruiser on the China Station, and with a party of his men at the attack of Tientsin, June, 1900, went to the rescue of a half battalion of American marines who were being cut to pieces by the enemy fire. They had so many wounded that they could not have extricated themselves had it not been for the able and timely support he rendered them. Lieutenant Phillimore got the D.S.O. for his excellent work.

The light cruiser Despatch, which commissioned at Chatham on June 15, was ordered to leave Sheerness July 3 for the China Station to relieve the *Curlew*. She is the seventh vessel of the "D" class to join the sea-going fleet, five being attached to the Atlantic Fleet and two to that in China. To the latter will be added a third, the *Despatch*, at an early date, in place of the *Curlew*. On her passage to Singapore, where she meets *Curlew*, the *Despatch* will call at Gibraltar from July 10 to 12, and at Malta from July 16 to 20. She is due at Port Said on the morning of July 24, and after passing through the Canal will be at Suez on the evening of July 27. Calling at Aden from August 1 to 3, and at Colombo from August 10 to 14, she will reach Singapore on the afternoon of August 19. *China Express and Telegraph.*

CURIOUS SCENE AT MIXED COURT.

Disorderly scenes were witnessed at the Mixed Court, Shanghai, last week, when a man, suspected of causing the death of his wife, was released by Magistrate Loh and Mr. Mead on the application of Mr. Tychow Wing. Some weeks ago the woman died suddenly. When evidence at the inquest showed that the parties had had a bitter domestic quarrel, the man was detained on suspicion. When he was again brought into Court the bench decided that death had been due to natural causes and discharged the defendant. Upon hearing the decision, three women, relatives of the deceased, began to cry loudly for punishment of the husband and for compensation. With some difficulty they were ejected from the court-room, but their indignant screams were still easily audible from without. A few minutes later another interested party, sitting near the dock, went into hysterics. Heavily built, every attempt to remove her at first proved unavailing, while her shrieks were deafening. Once among her friends in the compound, the uproar commenced afresh. When she at last was dragged into Chekiang Road, a growing crowd of coolies listened to her story, but did not seem to be affected by it. Police assistance had to be called again and this time peace was restored.

NAPOLEON OF COTTON BOOM.

Receiving Order.

A receiving order in bankruptcy made at Oldham against Sir William Hopwood, the "Napoleon of cotton finance."

It was issued on a creditor's petition, and caused a sensation in Manchester and the county financial circles.

A year ago Sir William was a director of 31 cotton companies and chairman of most of them. But within the past 12 months he has resigned from a great many of these directorates.

MILL LAD AT 13.

Few men have had a career of more surprising progress than the originator of the cotton mill buying boom of 1919, and few have given more to charities in so short a time.

Born at Shaw, near Oldham, in 1862, William Hopwood started work at the age of 13 as a "little piecer" in a cotton mill belonging to the Shaw Spinning Company.

He became, in turn, "big piecer" and "minder" and "overlooker," and 15 years ago he became manager of the newly-erected Trent Mills, at Shaw.

Later, he was given a seat on the board of directors of the company, and afterwards became chairman.

For years past he has been a notable figure in Shaw, but it was during the great cotton boom that followed the war his name became known almost throughout the world because of his many company flotations and the large sums he gave to charities.

He bought land for a park and bowling green, and other recreation grounds, built institutes for various religious denominations, presented organs, and augmented local Church livings in the district. He also bought an orphan home for the Order of Buffaloes. It was estimated in 1920 that he had given at least £50,000 in this way, and at that time he was reputed to be a millionaire.

One after another, in 1919, cotton spinning mills fell into his hands, and their shares jumped in market value to such an extent that many fortunes were made. For a time everything that "Billy" Hopwood touched seemed to be sudden prosperity.

In 1919 he bought up 30 mills; by the end of 1920 his deals totalled over £5,000,000.

"WIZARD" PROMOTER.

In the earlier days of the boom, soon after the armistice, he was living in a six-roomed house where he worked on his big scheme in his shirt sleeves. He was regarded as a "wizard" in his mill dealings, and it was said of him that "Billy buys cotton mills like another man buys bottles of beer."

There was no formality in his method of doing big business. He issued no elaborate prospectus. He paid no percentage to underwriters or brokers, and saved thousands of pounds by avoiding the printing and postage of millions of prospectuses.

These notices were not sent out broadcast, but were posted only to a few shareholders who, he knew, would respond. The public faith in his honesty and in his judgment was the keynote of his remarkable career. On one flotation £150,000 was subscribed in 24 hours.

KEEN SPORTSMAN.

Sir William is a typical Lancashire man, and is extremely interested in sport, especially cricket, swimming, and pigeon racing. He gave numerous cups for various branches of sport, and two years ago inaugurated the Hopwood Marathon race.

In spite of his rise to great wealth, Sir William seems always to have remained the shrewd, hard-headed Lancashire worker in his tastes. Only last autumn he challenged Mr. Robert Barker, M.P., to a homing pigeon race for £1,000 a side, between the birds of the *Sowberry Bridge* Homing societies and those of Royton.

When he made a tour of Europe, over a year ago, he brought from Rome a crucifix given to him by the Pope, to be set up in St. Joseph's Roman Catholic Church at Shaw, a building newly erected at his expense.

THE TEN-PENNY SHILLING.

Claims for the High-Powered Penny.

The proposal for raising the value of the British copper coinage by making ten pennies equal to one shilling was advocated by Mr. Henry Alcock early in 1921, and was later explained by him to the Manchester Chamber of Commerce.

Mr. Alcock's proposal in brief is:—Maintain the present value of the pound and the shilling, but divide the shilling into ten pence instead of twelve, thus increasing the token value of the existing penny, halfpenny, and farthing coins by 20 per cent; and be claims, in a little pamphlet just published, that the adoption of the proposal would restore the purchasing power of the penny at home, increase the goodwill of the pound abroad, and secure, *inter alia*, the following benefits without involving the payment of State subsidies.

Cheaper postage, cheaper telephones, self-supporting telegrams, solvent national insurance funds, lower income tax, lower cost of living, lower tram and bus fares, cheaper news service, simpler accounts, easier exchange calculations, foreign trade facilities, decimal coinage without tears, revitalised charitable institutions, penny cheque stamps, penny packets of better value, and the restoration of countless pre-war pennyworths for one penny, payable by the old familiar penny coin—without giving or receiving change—at a price of 20 per cent less than the present charge of 1½d.

BAN ON HOARDING.

To prevent the hoarding of coppers in anticipation of their higher values, the Government, says Mr. Alcock, might announce—the change—without giving notice (as in Budget variations of duty). Prior to the official announcement the Government could doubtless arrive at an understanding with some of the principal proprietors of penny basis goods and services to the effect that a general reduction of their prices would come into operation simultaneously with the adoption of the high-value penny. For example, the general restoration of "penny" fares for pre-war distances would alone serve to bring home to the public the merits of a penny of higher value. When making this announcement the Government should remind the public that the penny is legal tender up to one shilling only, and also declare that all existing penny basis contracts could be precisely maintained by deducting one-sixth from the number of pence now paid.

In the adjustment of amounts expressed in £ s. d. attention need be paid only to the odd pence, since the value of the pound and the shilling would be unaltered. These small adjustments would be facilitated by the fact that there would be eight equivalent price stages in every shilling, because each 1½d. old-style penny would be precisely equal to 1½d. high-value pence.

NOTES, GOLD AND SILVER.

The values of all notes, gold and silver coins relative to the pound would remain unaffected, but they would be exchangeable into a smaller number of pence (precisely one-sixth less than at present) by reason of the higher value of the penny. No new coins would be required, but the unpopular three-penny bit could be withdrawn at convenience, and the six-penny coins should preferably be described as half-shilling pieces, exchangeable into five high-value pence.

British exporters and others could forthwith express all £ s. d. values in pounds and decimal parts thereof at sight and without adjustment—an improvement in exchange operations and in the conduct of overseas trade generally, since all the foreign monetary units are now decimalised. At convenience this alternative practice of expressing shillings and pence as a decimal fraction of the pound could be gradually extended until it became universal, thus securing the admitted benefits of decimal coinage for the entire British people by easy and imperceptible stages, without requiring any new coins or further alteration of coin values. In the meantime the man in the street could continue to employ the old £ s. d. cash ruling instead of the comparatively unfamiliar decimal point, and yet enjoy many of the advantages of decimal coinage by reason of the elimination of much compound arithmetic from his accounts.

DAIRY FARM NEWS.

BUTTER

The best known Brands on the Market.

"Daisy"	\$1.10 per lb.
"Dairymaid"	\$1.00 ..

CHEESE

Edam	\$3.25 per ball
Gruyere	\$1.10 per lb.
Australian Cheddar	.85 ..
American	.85 ..
Picnic (Own Make)	.40 per jar.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

PROPOSED JAPANESE COTTON EXCHANGE

The Arguments in Favour.

No industry in Japan has made such remarkable progress in so short a time as cotton spinning. Spinning with spinning wheels had existed from time immemorial and remained unchanged until a few decades back. As for cotton-spinning such as is now carried on in all parts of the country, with branch mills in Shanghai, Tsingtau and elsewhere, it has been literally "imported." No Japanese mills are so thoroughly Europeanised as the cotton mills. It is an industry worked by methods entirely imported, with machinery practically entirely imported. With 4,113,000 spindles actually in operation (against 5,163,000 in England), Japan now consumes 2,200,000 bales a year (against 2,300,000 bales in England). The discrepancy in these figures is due to the coarseness of the counts spun in Japan, the large amount of waste, and the working of the mills night and day. But Japan produces no cotton except a small quantity in Korea. All (or practically all) the raw cotton is supplied by America, India and Egypt, more than 90 per cent. of the quantity being represented by shipment from America and India together. But so far Japan has had no Raw Cotton Exchange. So the agitation which has lately been started by the Osaka dealers in raw cotton for the establishment of a Raw Cotton Exchange in Osaka is what might be expected not merely from the important role played by cotton in Japanese economy but also in view of that predilection for speculation which is not among the least outstanding features of Japanese traders.

MASTERY OF THE COTTON INDUSTRY IN THE FAR EAST.

From a pamphlet supplied by the promoters of the scheme, the immediate cause for which the agitation has been started would seem to be the report that a large raw cotton exchange is in contemplation in Shanghai. Though China is one of the chief cotton-producing countries in the world, the recent development of cotton spinning there makes it necessary for her to import foreign raw cotton on an increasingly large scale, and deals are sure to be conducted on the exchange in foreign cotton as well as in native cotton, for which there already exist many exchanges. If a large cotton exchange were established in Shanghai to reinforce China's rapidly advancing spinning industry, which is already regarded as a menace to the industry here, whereas there is no cotton exchange in Japan, it is feared that the control of the cotton industry in the Far East will ultimately pass into Chinese hands.

That no cotton is produced in Japan, it is pointed out, is no objection to the establishment of such an exchange here. Britain, Germany, France and Holland are purely consuming countries in so far as raw cotton is concerned, and yet there are raw cotton exchanges in Liverpool and Manchester, Hamburg and Bremen, Havre and Rotterdam. It is owing to the absence of such an organ of disposal here, that the Japanese dealers who have bought raw cotton abroad are prevented from shipping or releasing from time transactions on exchange in the country of origin goods other than those

which they have actually agreed to sell to the cotton spinners here, although this policy of keeping the goods abroad (i.e. in India) in this way involves a deterioration in quality on account of the monsoon. But should an exchange be established in Osaka, goods bought will be freely imported to Osaka and Kobe, and foreign consignors will also readily ship goods here for commission sale. Seeing that there are always large stocks of raw cotton in Liverpool and Bremen, more especially in Liverpool, where there are large quantities of Indian cotton which is not required for consumption in England, the promoters have no doubt whatever that the presence of a well-organised exchange in Osaka will attract a great deal of foreign cotton to Osaka and Kobe, and make the place a central mart for raw cotton, and place the control of the cotton business in the Far East in the hands of Japan, inasmuch as China will also come here for foreign cotton which she requires for her spinning operations. The advisability of keeping the country always well supplied with raw cotton is also obvious from the fact that, despite cotton-spinning being her most important industry, Japan is entirely dependent on foreign nations for the supply of the raw material essential to the prosecution of that industry and she is thus exposed to the constant danger of having her supplies cut off by war or otherwise. *Japan Chronicle.*

PEKING MUNICIPALITY.

Introduces Broad Cart-Tyres. Peking, July 21.—The Peking Municipal Council has suddenly seen the light. They have ordered samples of broad tyre wheels from Tientsin with a view to introducing their use on the carts of Peking. These new tyres are to be four or four and a half inches wide.

Perhaps their mind has changed because of havoc wrought by the military carts which ruined Nan Chin Tze and other macadam streets during the movement of the last few months when the materials left behind by Marshal Chang Tso-lin at Nan Yuan were carted somewhere north of Anting Men. These carts with their inch and a half iron rims cut a road to pieces faster than any road repair work that has been going on during the spring and summer the Council apparently finds it a hopeless task so long as carts are allowed to follow the steam roller and make negative its work.

FRACAS AT SHANGHAI.

Serious street fighting took place between Shantung coolies and Japanese outside the International Settlement at Shanghai last week, when a number were injured on both sides. It is thought that a quantity of building material had been lately stolen from the new Kung Ping Cotton Mill, 200 Pingliang Road. This material was found in some bamboo huts along the New Woosung Road. The Japanese were set upon by the Shantung men, of whom about 200 are reported to have been engaged in the disturbance.

Visitors always welcome at

VICTROLA

No Home complete without one MOUTRIER—Sole Agents.

J. T. SHAW

TEL. 602

CLEARANCE SALE

AN ENTIRE LOT OF NEW GOODS WILL BE FOR SALE

— COMMENCING —

— JULY 31st —

WAIT FOR BIG ANNOUNCEMENT

OF THE BIG BARGAINS WHICH WILL BE OFFERED.

NEXT DOOR HONGKONG HOTEL

Powell Ltd
TELEPHONE 3146

GENTLEMEN'S OUTFITTERS

10, ICE HOUSE STREET.

NEW GOODS

just unpacked

NECK WEAR—Open End and Batwing

TENNIS SHOES in Buckskin and Canvas

SUN HELMETS and DOUBLE TERALS.

SOFT FELT HATS in the Latest Styles

— UNDERWEAR, HANDKERCHIEFS, —

BRACES and SUSPENDERS.

WE INVITE INSPECTION.

CAPE WINES

FROM J. SEDGWICK & Co., Ltd., CAPE TOWN

Claret

Drakenstein (Hock Style)

Sauvignon Blanc

Old Chateau Brandy

Santhagen Brandy

CALDBECK, MAGGREGOR & CO., LTD.

18 Queen's Road Central.

(Telephone No. 78).

OUR PRICKLY HEAT LOTION & POWDER

50 cents and \$1.00

Obtainable only at

THE

THE COLONIAL DISPENSARY

Tel. No. 1877. 14, Queen's Road, Central. Tel. No. 1877.

WHEN YOU THINK OF BETTER SOUP & PUDDINGS

[THINK OF

THE HING WAH PASTE MFG. CO., LTD.

(No. 47-48 Connaught Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARS, EGG NOODLES &c.

RING UP—2230.

DINNER SERVICES, TEA SETS

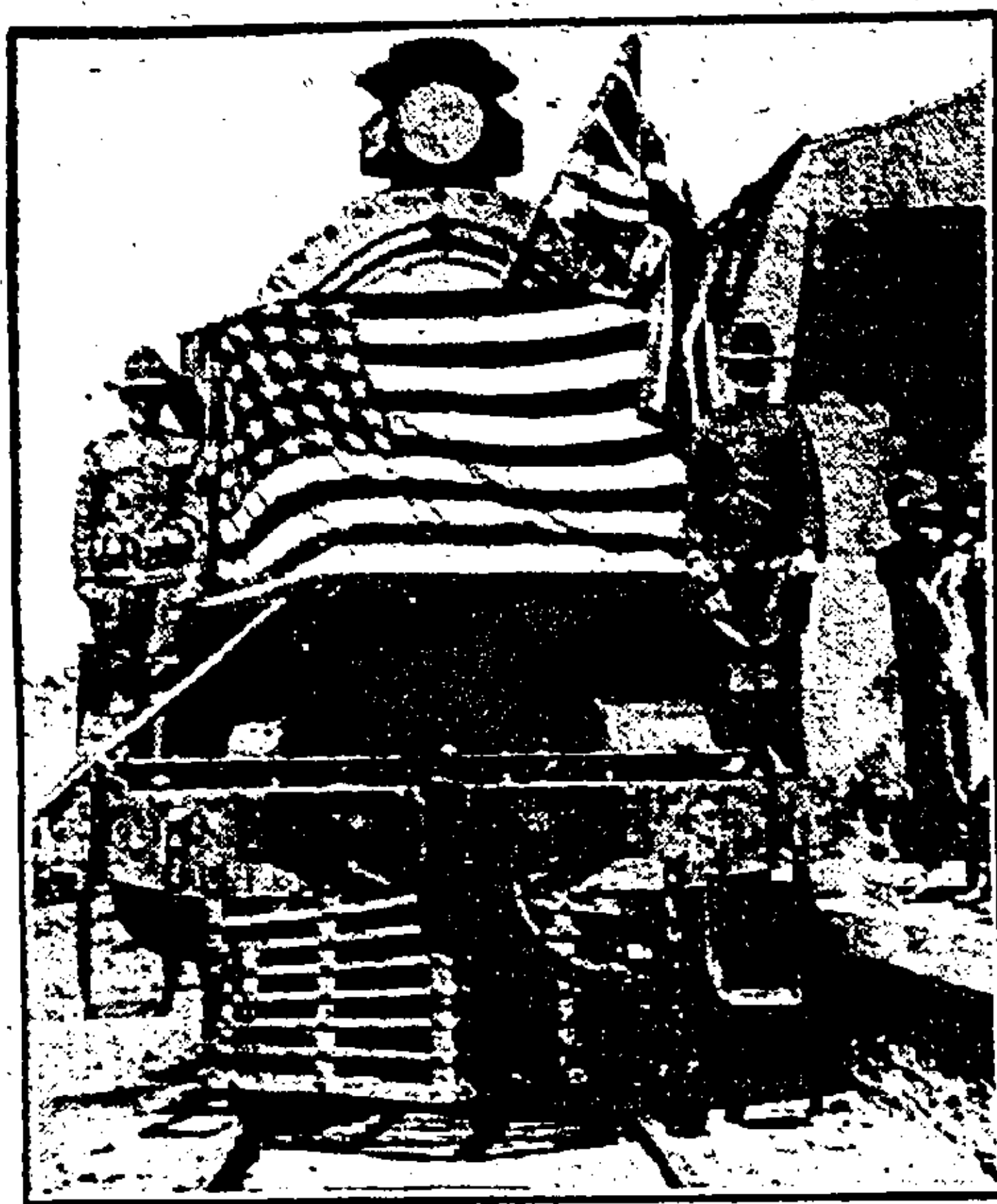
(OR 12 PERSONS)

RUGS

CARPETS & TABLE COVERS

HOP CHEONG

Telephone No. 654. Complete House Furnishers. 55, Queen's Road Central.



This passenger train operated between Tientsin and Peking through the help of an allied guard and the protection of foreign flags.



Senator Marconi, father of wireless telegraphy (right), waltzes to radio music on board his yacht Eletta.



Lord Julian Byng, hero of Vimy Ridge and now Governor-General of Canada, exchanges reminiscences with a company sergeant-major of the Princess Pats.



Mlle. Lenglen playing at Wimbledon.



Elizabeth Becker, Philadelphia, furnished a great surprise when she beat Aileen Riggin, youthful Olympic champion, by one point for the national diving championship at Brighton Beach, N. Y.



Sailing from Seattle for China—Nora and Rose Hsiung, daughters of former Premier Hsiung Hsi-ling. They were students at Holyoke (Mass.) College.



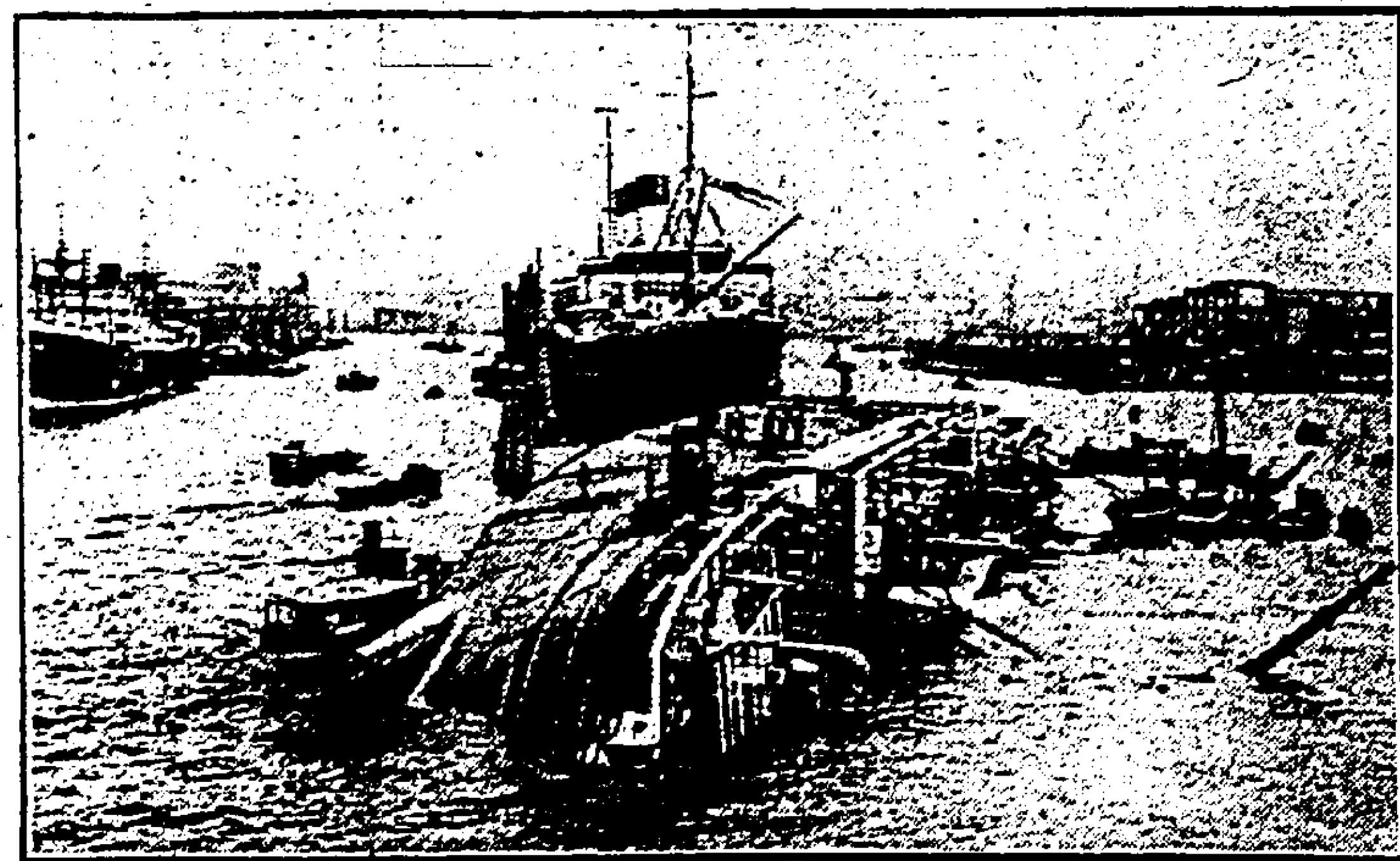
Training for an attempt to swim the English channel, Charles Toth tows a boat with seven passengers for a mile.



Riding a surf board drawn at high speed by an aquaplane is the favourite sport in Puget Sound of students at the University of Washington.



Ambassador Herrick presents Verdun with an American Medal amidst solemn ceremonies. Ambassador Herrick and M. Poincare are seen visiting the military cemetery after the presentation.



The "Avaro" German vessel, had just been made ready for passenger service when it overturned in the harbour at Hamburg, more than a score being killed.

DOINGS OF THE DUFFS

The Stenographer in Summer.

BY ALLMAN



TODAY'S SHARE QUOTATIONS.

Stock Exchange.	Sharebrokers' Association.		
H.K. & S. Bank	882 1/2	a.	885
H.K. of E. Asia	101 3/4	b.	102
Marine Insurance	447	b.	445
North China	113 1/2	b.	141
Union	202	b.	203
Yankee	22	b.	22
Far Eastern			
China Fire	115 1/4	b.	116
H.K. Fire	385	b.	390
Shipping			
Douglas	53	b.	53
H.K. Steamboat	28 1/4	b.	27 1/2
Indo (Prof.)	35 1/2	b.	35
Indo Def. Lon. Rec.	263 1/2	b.	265
Indo Def. H.K. Rec.	263 1/2	b.	265
Shells	8 1/2	b.	9 1/2
Ferries	37	b.	37
Refineries			
Yugate	132	b.	132 1/2
Malabona	48	b.	48
Mining			
Kallans	60 1/2	b.	63 1/2
Langkats	10 1/4	b.	10 1/4
Shanghai Loans			
Shai Explorations	11	b.	1
Rauha	35 1/2	b.	35 1/2
Tromba	15 1/2	b.	15 1/2
Ural Caspian	P. 2 1/2	b.	P. 2 1/2
Benzel Con			
Docks, Wharves, Godowns, &c.			
I.K. Wharves	137	b.	140 1/2
K. Docks	164 1/2	b.	164
Shai Docks	86	b.	86
N. Engineering	8	b.	7 9/10
Land, Hotels & Buildings			
Centrale	145 1/2	b.	147
H.K. Hotels Old	21 60/21 1/4	b.	21 1/4
H.K. Hotels New	10 1/2	b.	10 1/4
H.K. Lands	217 1/2	b.	216 1/2
Empire Est.	12 1/2	b.	12 40
K. Loan Lands	43 1/4	b.	43
L. Reclamations	210	b.	210
West Points			
Cotton Mills			
Ewas	13	b.	13 1/4
Oriental	67 1/4	b.	7
Shai Cottons	138	b.	137
Miscellaneous			
Cement	23 1/4	b.	23 1/4
China Light Old	14 1/4	b.	14 1/4
China Light New	21 1/4	b.	21 1/4
China Provident	21 1/4	b.	21 1/4
Dairy Farms Old	21 1/4	b.	21 1/4
Electric H.K. Old	21 1/4	b.	21 1/4
Electric H.K. New	21 1/4	b.	21 1/4
Electric Macao	37	b.	37
Hongkong Ropes	32 1/2	b.	32 1/2
H.K. Tramways	15 1/4	b.	15 1/4
Peak Tram Old	10	b.	10
Do. new	1	b.	1
Steam Laundry	12 1/4	b.	12 1/4
Steel Foundries	16 1/2	b.	16 1/2
Water-boat	10	b.	10 1/2
Watsons	23	b.	23
Wm. Powells	17 1/4	b.	18
Crawfords	7 1/4	b.	7 1/4
Canton Ices	21 1/2	b.	21 1/2
Nanyang Tob.	11 1/2	b.	11 1/2
Sincere			

CUTTING IT SHORT.

Time-Limit for Speeches of Australian Legislators.

A feature of the new Commonwealth Parliament will be short speeches. Visitors to Parliament have always wondered why the assembled intelligence of the Legislature permitted so much time to be wasted in speech. Mr. Ley, Minister for Justice, and others have realised the foolishness of wasting the time of Parliament in this way. This Aspect was recently presented to the Premier, and a sub-committee, including the Speaker, decided to adopt the amendments to the Standing Orders which a committee of the last Government recommended. The most important of these deals with—

TIME LIMIT OF SPEECHES.

It provides that no member shall speak for more than one hour and five minutes at a time on any question in the House, except in the debate on the Address-in-Reply, or on a motion of censure or "no confidence," or on the second reading of a Bill, when a member shall not speak for more than one hour and thirty-five minutes. Provided that with the consent of a majority of the House on a motion to be moved and put forthwith, without amendment or debate, a member may be allowed to continue his speech for a further period not exceeding 30 minutes. In Committee of the House no member, other than the member in charge of a Bill or motion, shall speak more than three times on any one question, nor more than 30 minutes on any one occasion, and ten minutes on any other occasion. In Committee of Supply or Ways and Means, no member, other than the Minister in charge of a resolution or Estimate, shall

speak more than three times on any one question, nor more than one hour and 35 minutes on any one occasion, and ten minutes on any other occasion. Provided that this limitation shall not apply to the financial statement, or to any member debating the same.

This rule shall not apply to the leader of the Government, a Minister in charge of a Bill or motion then before the House, or to the leader of the Opposition, or to the leader of any party in the House ordinarily recognised by the Speaker, or any member deputised by them respectively to act on their behalf.

The abolition of the Address-in-Reply would also be welcomed by some members of the Government, and an effort will be made later to secure this "necessary end."

EXHAUSTING THE SPEAKER. Other important amendments suggested by the committee provide for the election of a Deputy-Speaker without waiting for the disposal of a censure motion, and also empowering the Clerk to put "the question" to the House.

This procedure would save the Speaker from physical exhaustion at the opening of the session, while the censure motion was under consideration. At the present time, a select committee has to consider the Address-in-Reply. It is now proposed to abolish the need for a committee and allow the Address-in-Reply to be dealt with directly by Parliament.

It is also proposed to empower a select committee to hear counsel at its discretion. Now a committee can only hear counsel on the petition of the House. OPPOSITION TO TIME LIMIT. The clause fixing a time limit to speeches does not, it is understood, meet with the approval of certain members of the Government. It is contended that the present Standing Orders meet the need in this direction by permitting any member to move the closure.

SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day—

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Yanching	J.M. Co.	Swallow	7th August
Van Overstraten	J.C.J.L.	Peking	7th
Glanus	B.S.	Hamburg	7th
Easton	P.O.	Japan	7th
Kernum	B.S.	Liverpool	7th
Speenmont Castle	B.S.	London	7th
Tangshing	J.M. Co.	Shanghai	8th
Liangchow	B.S.	Tientsin	8th
Kaying	B.S.	Hankow	8th
Andre Lebon	M.M.	Port Said	8th
Tymabek	J.C.J.L.	Daisy	8th
Kuifong	B.S.	Hankow	8th
Don Samud	B.S.	Hankow	8th
Kueichow	B.S.	Tientsin	8th
Tylianap	J.C.J.L.	Sourabaya	10th
Nanking	C.M. & Co.	San Francisco	10th
Cherbon M.	Nanyo Y.K.	Colombo	10th
Alma M.	B.S.	Shanghai	10th
Noochow	B.S.	Japan	10th
President Grant	Ad. Line	Vancouver	10th
E. of Russia	C.P.S. Ltd.	Hankow	10th
Leesang	J.M. Co.	Shanghai	10th
Waihang	J.M. Co.	Shanghai	10th
Haiching	D.L. & Co.	Foochow	11th
Yuenang	J.M. Co.	Manila	11th
Tijonadri	J.C.J.L.	Batavia	11th
Changsha	B.S.	Australia	12th
Kanchow	B.S.	Tientsin	12th
B.S.	B.S.	Hankow	12th
Buyo M.	N.Y.K.	Japan	12th
Novara	P.O.	Japan	12th
Lake Farrar	Ad. Line	Singapore	12th
Boarport	B.S.	Sourabaya	12th
Wingsang	J.M. Co.	Shanghai	12th
Wingang	B.S.	Hankow	12th
Maizang	C.M. Co.	Sandakan	12th
Li de Tour	M.M.	Antwerp	12th
P. Jefferson	Ad. Line	Manila	12th
Telemachus	B.S.	Rue	12th
Aki M.	N.Y.K.	Manila	12th
Takada	P.O.	Japan	12th
Haitong	D.L. & Co.	Foochow	12th
Telemach	Bank Line	Suez	12th
Shinyo M.	T.K.K.	San Francisco	12th
Sardinia	P.O.	Antwerp	12th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Shinyo M.	T.K.K.	Manila	5th Aug.
Tian	B.S.	Singapore	5th
Shinyo M.	T.K.K.	Manila	5th
Aki M.	N.Y.K.	Kobe	5th
Takada	P.O.	Calcutta	13th
City of Lincoln	Bank Line	New York	15th
Tango M.	N.Y.K.	Sydney	17th
E. of Australia	C.P.S. Ltd.	Vancouver	12th
Laomedon	B.S.	Liverpool	26th
Ajair	B.S.	New York	1st Sept.

Steamers Movements.

Empress of Canada arrived at Kobe on the 2nd August, left Kobe on the 2nd August and is due at Yokohama on the 4th August.

POST OFFICE NOTICES.

GENERAL HOLIDAY.

The General Post Office will be open on Monday, 7th August, from 8 a.m. to 9 a.m. There will be one delivery of ordinary and registered correspondence and one collection of letters from the Pillar Boxes. The Money Order Office will be entirely closed. The District Post Office will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Office, which will open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. There will be one delivery from District Office at noon.

Registered and Parcel Mail are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Australia & Manila	Changsha	7th Aug.
Japan	Osaka	8th
Shanghai	Rheinland	12th
Australia & Manila	Tango M.	17th

OUTWARD MAILS.

For	Per	Date
Amoy	Gregory Apcar	Tues. 8 inst. 10.30 a.m.
Philippine Is.	Keenun	Tues. 8 inst. 10.30 a.m.
Swatow & Bangkok	Kaying	Tues. 8 inst. 12.30 p.m.
Haiphong, Saigon, Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & Europe via Marseilles	Andre Lebon	Tues. 8 inst. Registration 1.45 p.m. Letters 1.50 p.m. (Due Marseilles Sept. 11.)
Saigon	Telemachus	Tues. 8 inst. 5 p.m.
Straits & Calcutta	Lake Fack	Wed. 9 inst. 11 a.m.
Weihaiwei, Chefoo & Tientsin	Kueichow	Wed. 9 inst. 7.30 p.m.
Hankow & Haiphong	Leesang	Wed. 9 inst. 5 p.m.
Shanghai, N. China, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria B.C.	President Grant	Wed. 9 inst. Registration 5 p.m. Letters 5 p.m. (Due Seattle Aug. 28.)
Shanghai, N. China, Japan, Canada, U.S.A., C. & S. America & Europe via Vancouver B.C.	Empress of Russia	Thurs. 10 inst. Registration 9.45 a.m. Letters 10 a.m.
Swatow	Waiting	Fri. 11 inst. 11 a.m.
Swatow, Amoy & Hongkong	Haiching	Fri. 11 inst. noon
Philippine Is., Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & Europe via Marseilles	Changsha	Sat. 12 inst. Registration 1.45 p.m. Letters 1.50 p.m. (Due Marseilles Sept. 11.)
Philippine Is.	President Grant	Wed. 16 inst. Registration 8.45 a.m. Letters 9.30 a.m. (Due Marseilles Sept. 18.)
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & Europe via Marseilles	Sardinia	Wed. 16 inst. Registration 8.45 a.m. Letters 9.30 a.m. (Due Marseilles Sept. 18.)
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Aden, Egypt & Europe via Marseilles	Sardinia	Sat. 19 inst. 10.30 a.m.

*Correspondence bearing vessel's name only.

BANKS.

ASIA BANKING CORPORATION.

(An American Bank for trade with the Far East.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.

Complete banking facilities incident to foreign trade.

Travellers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

HEAD OFFICE: New York

BRANCH: San Francisco

HEAD OFFICE FOR THE ORIENT: Shanghai

BRANCHES: Hankow, Peking, Canton, Tientsin, Manila, Singapore

D. M. BIGGAR, Manager.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE: St. George's Building, Hongkong.

Chairman of Board of Directors: Mr. Wong Shiu Han

Chief Manager: Mr. L. S. Holm

Asst. Manager: Mr. K. T. Wong

Hongkong Manager: Mr. I. P. Allen

Foreign exchange and general banking business transacted.

Current Savings, and Fixed deposits bear interest at rates respectively.

L. S. HOLM, Chief Manager.

Hongkong, 2nd October, 1920

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1824.

Capital: 100,000,000 Fl. Gld.

Reserve Fund: 10,000,000 Fl. Gld.

Special Reserve: 10,000,000 Fl. Gld.

Head Office: Amsterdam

Branches: Rotterdam, The Hague, Antwerp, London, Hongkong, Shanghai, Hankow, Peking, Tientsin, Canton, Singapore, Malacca, Penang, Batavia, Sourabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Moluccas, Philippines, Ceylon, India, Australia, New Zealand, South Africa, Argentina, Brazil, Chile, Peru, Colombia, Venezuela, Ecuador, Panama, Canal Zone, United States, Mexico, Central America, Caribbean Sea, West Indies, South America, Europe, Africa, Asia, Oceania, etc.

Correspondents at London, Hongkong, Shanghai, Hankow, Peking, Tientsin, Canton, Singapore, Malacca, Penang, Batavia, Sourabaya, Medan, Palembang, Sumatra, Java, Borneo, Celebes, Moluccas, Philippines, Ceylon, India, Australia, New Zealand, South Africa, Argentina, Brazil, Chile, Peru, Colombia, Venezuela, Ecuador, Panama, Canal Zone, United States, Mexico, Central America, Caribbean Sea, West Indies, South America, Europe, Africa, Asia, Oceania, etc.

The Bank buys and sells and receives for collection bills of exchange, letters of credit on its branches and correspondents, the Bank as the Central Bank in Great Britain, America and Australia and transacts banking business of every description.

London Branch: The National Provincial and London Bank of England, Limited.

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London Branch: The National Provincial and London Bank of England, Limited.

The Bank buys and sells and receives for collection bills of exchange, letters

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Ship	From	Due	Ship	From	Due
Empress of Russia	Aug. 10	Aug. 10	Empress of France	Sept. 5	Sept. 10
Empress of Australia	Aug. 24	Sept. 5	Empress of Scotland	Oct. 17	Oct. 24
Empress of Canada	Sept. 7	Sept. 10	Empress of Britain	Oct. 31	Nov. 2
Empress of India	Oct. 19	Nov. 2	Empress of Japan	Nov. 14	Nov. 24

Other Atlantic Sailings every four days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Dining Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 752. Cable Address: GACANPAC.



Reduced Fare to Europe U.S. \$520.50 First Class Through. HONGKONG TO SAN FRANCISCO. VIA SHANGHAI THE ISLAND SEA JAPAN & HONOLULU. THE PATHWAY OF THE SUN.

SHINYO M.	22,000	Aug. 14	SIBERIA M.	20,000	Sept. 23
PERSIA M.	9,000	Aug. 29	TENYO M.	22,000	Oct. 4
TATTO M.	22,000	Sept. 9	KOREA M.	20,000	Oct. 14

Calling at Dairen and Keelung. Calling at Dairen.

SOUTH AMERICAN LINE. HONGKONG TO VALPARAISO.

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILLO, SAN FRANCISCO.

SAN PEDRO, SALINA, CRIZ, BALBOA, CALLAO.

MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

GINYO MARU 17,500 Sept. 13th.

ANYO MARU 22,000 Oct. 9th.

SEIYO MARU 22,000 Nov. 12th.

For full information regarding rates, freight and passage apply to:

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Managers Agents—United States Shipping Board.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES & SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Apus" ... Due Hongkong 19th Aug.

"West Ivan" ... Due Hongkong 1st Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOERABAYA.

"Bearport" ... Due Hongkong 11th Aug.

"Dewey" ... Due Hongkong 1st Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information apply to STRUTHERS & BARRY.

L. EVERETT, 1st Floor, Powell's Building, Phone No. 3993.

General Agent for Japan-China-Philippines, Indo-China-Straits & Java.

CHINA MERCHANTS S. N. CO.

Sailings Subject to Alteration

SHANGHAI:—Regular Passenger, Mail and Cargo Service to and from Shanghai. Excellent Saloon accommodation. Electric Fans and Light throughout. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to CHINA MERCHANTS S. N. CO.

LO SHUN WAN—Manager.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.



(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between Japan ports, Shanghai, Hongkong and Manila and Amsterdam, Rotterdam, and Hamburg, Bremen.

Steamers	For	Sailing on or about
ZOSMA	R'dam, A'dam, Hamburg & Bremen	20th Aug.
SEMBILAN	A'dam, R'dam, Hamburg & Bremen	21st Sept.
DEMA	R'dam, A'dam, Hamburg & Bremen	20th Oct.
OOSTKURK	A'dam, R'dam, Hamburg & Bremen	20th Nov.

For full particulars please apply to JAVA CHINA JAPAN LYN.

General Agents, York Building.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG.

For Baltimore via Genoa, Marseilles, Boston and New York. S.S. DIANA DOLLAR 22nd October.

For New York via Genoa, Marseilles and Boston. S.S. ESTHER DOLLAR 25th Aug. S.S. M. S. DOLLAR 25th Sept.

For San Francisco and Vancouver. S.S. BESSIE DOLLAR 1st September.

For Rates and Particulars Apply to THE ROBERT DOLLAR CO. 3-1 Floor, General Post Office Building. Tel. 793 & 792.

NORDDEUTSCHER LLOYD

REGULAR

FREIGHT AND PASSENGER SERVICE

ON THE BERTH FOR—

PORT SAID, ROTTERDAM, HAMBURG, BREMEN

S.S. WESTFALEN ... Sailing in October.

For particulars Regarding Rates and Bookings Apply to

THE ROBERT DOLLAR CO.

Tel. 793-792. Gen. P. O. Building. Third Floor.



SEATTLE & VICTORIA

(SERVICE—COURTESY—SPEED.)

PASSENGER & FREIGHT

Via Shanghai, Kobe and Yokohama.

S.S. President Grant	For Seattle	Aug. 10	Aug. 24
President Jefferson	For Seattle	Aug. 24	Sept. 12
President Madison	For Seattle	Sept. 7	Sept. 26
President McKinley	For Seattle	Sept. 21	Oct. 10

MANILA SERVICE.

S.S. President Jefferson	Aug. 14
President Madison	Aug. 28
President McKinley	Sept. 11

SAIGON, SINGAPORE SERVICE.

S.S. LAKE FARRAR	August 12
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Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Passengers and Freight Particulars, apply to THE ADMIRAL LINE

PASSENGER OFFICE. H.K. & Shanghai Bank Building. Telephones 2477 & 2478. 4, Des Voeux Rd. C. G. Floor.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON via PANAMA.

S.S. SURUGA ... about August 18. For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC. THE ADMIRAL LINE AGENTS.

4, Des Voeux Rd. C. H.K. & S'hai Bank Bldg., Ground Floor. Telephones 2477 & 2478.

KONINKLYKE PAKETVAART MAATSCHAPPIJ. (Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN OVERSTRATEN"

will be despatched 7th August to SINGAPORE, PENANG and BELAWAN DELI.

Offers excellent Saloon accommodation

All lower berths

English cuisine

1st class fare to SINGAPORE \$100.

Agents: JAVA CHINA JAPAN LIJN, York Building, Chater Road, Telephone No. 1574.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS "NANKING" "CHINA" "NILE" "CORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS/PASSENGER SERVICE.

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S.G. \$577.07

Maximum Rate U.S.G. \$639.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NANKING S.S. CHINA S.S. NILE

August 10th. September 18th. September 30th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. CORJISTAN S.S. ARMANESTAN

on or about August 22nd. about August 7th. at 10 a.m.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada. Cargo accepted on Through Bills of Lading for transshipment at San Francisco to a weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING, 105 HONG STREET. Tel. 1934. Cable add. "CHIMAIL"

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

S.S. TELEMACHUS ... via Suez Canal ... 15th Aug.

S.S. CITY OF BAGDAD ... via Suez Canal ... 35th Aug.

Steamers proceed via Suez Canal or Panama Canal at discretion.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

(John Swire & Sons, Ltd.)

HONGKONG & CANTON REISS & CO., CANTON

MESSAGERIES MARITIMES

SERVICE CONTRACTUELS.

(Mail service under contract with the French Government)

Destination	Steamer & Displacement	Sailing Date
Shanghai, Kobe, Yokohama	AMAZONE 11,000	On or about 15th Aug.
Shanghai, Kobe, Yokohama	ANGORA 15,000	On or about 1st Sept.
Shanghai, Kobe, Yokohama	ANDRE LEON 22,000	On or about 15th Aug.
Shanghai, Kobe, Yokohama	MOULIN 15,000	On or about 1st Sept.
Shanghai, Kobe, Yokohama	CORDILLERE 11,000	On or about 15th Sept.

COMMERCIAL LINE.

Harbin, Dairen, etc. via the LT DE LA TOUR about 15th August.

ALSO SERVICE TO BORDEAUX, HAYRE, DUNKIRK, & ANTWERP (on application).

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—

REPRESENTATION.

Telephone No. 749.

A. JOBARD, Acting Agent, Queen's Building.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1: A.B.C. Fifth Edition; Engineering, First and Second Edition,

Western Union and Watkins, Bennetts and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians

Kowloon Docks

No. 1. Length 700ft.

Breadth 66ft.

No. 2. Length 571ft.

Breadth 74ft.

No. 3. Length 241ft.

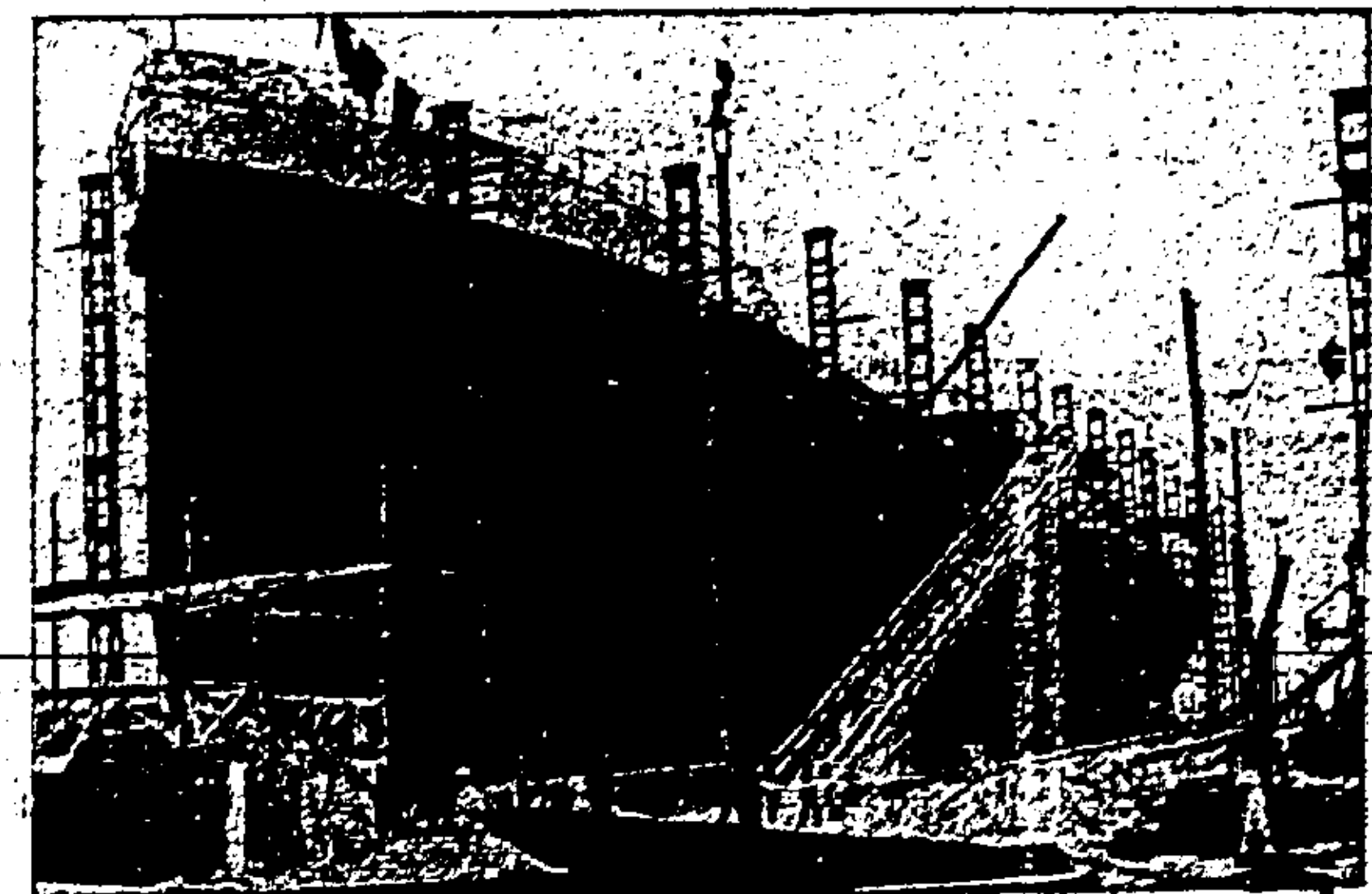
Breadth 49ft. 3in.

No. 1 Slip Length 240ft.

Breadth 60ft.

No. 2 Slip Length 220ft.

Breadth 60ft.



Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager:

R.M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG.

COMMERCIAL NEWS.

THE PAPER INDUSTRY.

According to a investigation made by the Japanese paper manufacturers' guild, stocks of paper at the end of June were estimated as follows:—foreign-style paper 151,430 bales (Y18,191,824); Japanese-style paper 43,351 bales (Y1,815,515); card-board 19,185 bales (Y804,356); and pulp to the value of Y8,408,541. Foreign-style paper, Japanese-style paper and pulp showed some increase as compared with the previous month.

LABOUR UNIONS IN CHINA.

Hankow, July 10.—Labour Unions are being formed among various factories and works in the Wuhan centre, the three pioneer organizations being the Canton-Hankow Railway, the Yangtze Engineering Works, and the Yangtze Iron and Steel Works. The Unions were organized largely under the leadership and initiative of labourers and foremen, and the Yangtze Works Union is particularly worthy of notice in that Christian influence plays a large part among the labourers of that Works.

IMPROVING TRADE AT FRENCH PORTS.

Freight prospects connected with French ports have been improved by the signature of the Franco-Spanish Customs agreement and by the Polish agreement coming into effect. Both last for at least one year. The monthly trade returns of the Customs shows that French exports were 10,000,000f. less in value last month than in April. The figure, 1,866,954,000f. lies midway between February and March returns, and is below those of April. It exceeds the returns of last autumn, December excepted. Imports after rising gradually from 1,731,000,000f. last August to 3,154,000,000f. last December, fell to 1,457,000,000f. last January. They have since then been in the neighbourhood of 1,500,000,000f. per month. It is to be noted that imported goods have been almost exclusively raw materials, and on the other hand, that any loss in the export of silk and other light goods in the last six months has been made good by an increase in iron and other heavy exports. The total trade of the year up to date shows a distinct improvement in comparison with last year, if weights are considered. Imports effected between January and May amounted to 2,138,000 tons, an increase of 4,804,000 tons. There were 22,000 tons less manufactured goods, but 530,000 tons more foodstuffs, and 4,387,000 tons more of industrial materials. The weight of manufactured goods exported in the first five months was 7,987,000 tons, of which 6,798,000 tons were industrial raw materials. This latter item showed an increase of 1,778,000 tons. Manufactured goods are approximately the same as last year, but foodstuffs show a decrease of 233,000 tons, totalling this year only 334,000 tons.

NOTICE.

MANUFACTURED

in

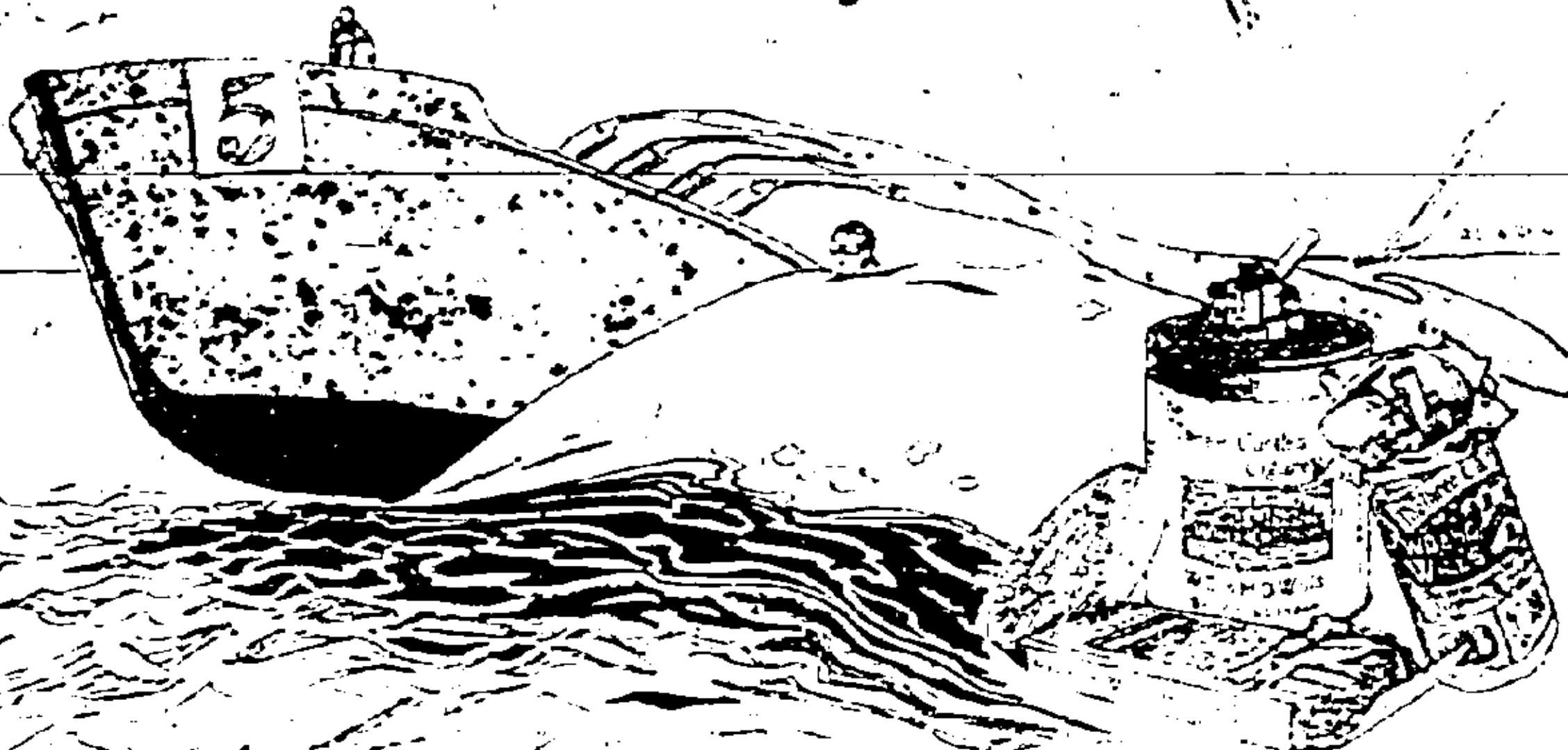
ENGLAND

BY

W. D. & H. O. WILLS.

The "Three Castles" Virginia Cigarettes

The Cigarette with the Pedigree



The advertisement is issued by British-American Tobacco Co. (S.S.) Ltd.

PEKING'S TRAMWAY SCHEME

Alterations in the Capital City.

Soon Peking will suffer that luckiest of Chinese life, losing face. The face of Peking will have entirely changed by next July if plans go well, when four lines of trams will be scooting up and down the principal streets, missing, we hope, the proverbial baby with a bowl in each hand.

According to the plans of the Peking Electric Tramway Company, Ltd., these four lines will cover the following streets. First from Tien Chi'ao (outside Chienmen) north through Chienmen to Hsi Chang An Chieh to the Hsi Tan Pailo to the Hsi Tan Pailo with a terminus at Hsi Chienmen. The second line will start from Tien Chi'ao and come north through Chienmen to Tung Chang An Chieh running east on that street to the Tung Tan Pailo, north on Hatamen Street to the Tung Tan Pailo and on north to Tien Chi'ao.

The third trip will begin at Tien Chi'ao outside of Hatamen run west through Tien Chi'ao to Shin Chienmen north to Hsi Chang An Chieh and east over that street and Tung Chang An Chieh to Hatamen Street and thence south to the starting point.

The fourth line will start at Pailo Sin Chieh, which is the extreme north end of Hatamen Street and traverse the northern part of the city in a westerly direction running on Tienmen Tachien, Kwangchengkun to Hu Kuei Chieh.

FIFTY LI OF TRACKS.
In all there will be fifty li of tracks which will weigh some 5,000 tons. There will be an original stock of thirty power cars and sixty trailers, four trucks, two water cars and one repair car, a total of ninety-seven cars. There will be one power station equipped with 1,500 kilovolt generators. It is proposed to erect 1,350 poles to carry 108 li of wire.

WEATHER REPORT.

August 31. 16h-37m.—Local signal No. 5 lowered.

August 4d 12h. 25m.—Returns are lacking from the majority of stations. No weather map will be published.

The typhoon is shown as a depression to the north of Haiphong.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day. 1.43 inch. Total since January 1st. 49.37 inches. against an average of 53.51 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast.
1 Formosa Channel	S. winds, moderate.
2 South coast of China between H.K. & Lamocks.	S. winds, fresh to moderate; cloudy.
3 Hongkong to Gap Rock.	cloudy; showery.
4 South coast of China between H.K. & Hainan.	cloudy; showery.

T. F. CLAXTON, Director.
H.K. Observatory, Aug. 4, 1922.

Although it is a coincident, the repairing that is being done to Hatamen street has nothing to do with the tramway construction. The Hatamen Street job is purely municipal and a part of their scheme for widening the streets that carry the heaviest traffic. However, the work now being done will aid when the construction for the tram lines is commenced. The site for a car barn has been obtained outside the wall and work has been begun on that. No other actual construction has been started as yet.

EXCHANGE.

Opening Rate: closing Rate on Page 11.
SELLING.

T/T	277
Demand	277.1/16
30 d/s	
4 m/s	277 1/4
T/T Shanghai	Nom.
T/T Singapore	111
T/T Japan	120
T/T India	197 1/2
Demand, India	
T/T San Francisco	57 1/2
& New York	
T/T Java	150
T/T Marks	Nom.
T/T France	7.00
Demand, Paris	

BUYING.

4 m/s. L/C	277 1/2
4 m/s. D/P	278 1/2
5 m/s. L/C	278
30 d/s. Sydney and Melbourne	278 1/2
30 d/s. San Francisco & New York	59
4 m/s. Marks	Nom.
4 m/s. France	7.35
5 m/s. France	7.45
Demand, Germany	
Demand, New York	57 1/2
T/T Bombay	
Demand, Bombay	197 1/2
T/T Calcutta	
Demand, Calcutta	197 1/2
On Yokohama	120
Demand, Manila	115
Demand, Singapore	111
Demand, Batavia	150
On Haiphong	Nom.
On Saigon	
On Bangkok	80 1/2
Sovereign	7.60
Gold leaf per Tael	
Buy Silver, ready	35 1/2
forward	35 1/2
Bank of England rates 3%	
New York/London	4.44 1/2

SUBSIDIARY COINS.

H'kong 50 ct. pieces	par
10 "	1 1/4 dis.
Canton sub. coins	20.37 dis.

Hongkong, August 5, 1922.

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG:

Hongkong Hotel, Peak Hotel,
Repulse Bay Hotel.

SHANGHAI:

Astor House Hotel, Palace Hotel,
Grand Hotel Kalee.

PEKING:

Grand Hotel des Wagon Lits.

The Hongkong Hotel Co., Ltd.

In conjunction with

The Shanghai Hotels, Ltd.

and

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RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. recorded	Lowest W. L. recorded	W. L. Aug. 3	W. L. Aug. 4
Wuchow, West River	+19.50	-2.42	36.60	41.39
Kongmoon, "	+14.70	-0.80	7.60	8.40
Linkongchow, North	+37.00	0		12.50
Samsui, "	+27.25	-5.00	10.70	12.00
Sheklung, East	+15.15	-0.95	4.90	4.70

METEOROLOGICAL.

	Previous Day	on date.	on date.
Barometer	29.42	29.57	29.61
Temperature	77	82	84
Humidity	94	83	79
Wind Direction	SW	WSW	8
Wind Force	6	4	4
Weather	orig.	oq	oq
Rain	0.83	0.00	0.78
Highest open air Temperature on the		3rd 84	
Lowest open air Temperature on the		4th 79	

T. F. CLAXTON, Director.

H.K. Observatory, Aug. 4.

TIDE TABLE.

7th to 13th. Aug. 1922.

Day	High Water	Low Water	High Water	Low Water
Time	Mean Time	Mean Time	Mean Time	Mean Time
Mon. 7	8 44	7 11	8 15	6 24
Tues. 8	9 25	7 50	8 46	6 55
Wed. 9	10 06	8 31	9 17	7 26
Thur. 10	10 47	9 02	9 58	7 57
Fri. 11	11 28	9 43	10 39	8 28
Sat. 12	12 09	10 24	11 20	9 00
Sun. 13	12 50	11 05	12 01	9 31

m. morning a. afternoon

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Hongkong, August 3, 1922.

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M. E. F. AIREY,
Superintendent.

Hongkong, August 3, 1922.

KIANGNAN ARSENAL.

A report that the Chinese authorities contemplate removal of the Kiangnan Arsenal equipment to Kunghsien, Honan, is again current in the Chinese press. The Sincanpao states that the Director of the Arsenal has received instructions from the Ministry of War to prepare for the removal of the rifle and gun-making machinery, the buildings at Kunghsien now being ready for their reception.

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